



# *The Future is Ours*

**COMPREHENSIVE PLAN | Junction City and Geary County**

**Adopted: April, 2007**

***JUNCTION CITY/GEARY COUNTY – THE FUTURE IS OURS  
COMPREHENSIVE PLAN***

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# ***Chapter I: Junction City/Geary County Vision***

## ***Junction City/Geary County – The Future is Ours***

This phrase captures the spirit and vision of Junction City and Geary County as a place where there exist a focus and determination to make the future better. To this end a vision statement was created during the planning process that seeks to guide the actions of the community, the City and the County in making future decisions:

***“Working together to promote and enhance the image, heritage, regionalism, and the overall quality of life in Junction City and Geary County into the future.”***

This vision statement seeks to embody those things that are important to the community in defining a better future for Junction City and Geary County. To direct the focus and determination of the community towards a better quality of life, in Junction City and Geary County, goals and objectives have been established. The desire and ability to achieve the goals and objectives defined in this plan will assist in the creation of a higher quality of life will also assist the implementation the vision of the community.

The vision statement and the goals and objectives have been created by participation from the community. This process consisted of identifying those issues, assets and goals that are

important today and to the future of Junction City and Geary County by the community.

### **I.1 JUNCTION CITY/GEARY COUNTY STRENGTHS**

It is important to assess the existing strengths that the community possesses as a foundation for implementation of the desired vision. Junction City and Geary County have been and are known for many different things. Historically, the community has been known for the significant military presence that has existed here; as far back as the 1850s. The presence of Fort Riley and its contributions to the community have helped in defining and sustaining the area since its inception. Today and into the future, Fort Riley will have a profound impact on Junction City, Geary County and the region.

The diversity of the residents of Junction City and Geary County is a strength of the community. In large part, the diversity of people and experiences is attributable to Fort Riley. Many of the people that come to or return to Junction City and the surrounding areas have had the opportunity to travel the world as a part of the U. S. military. These people bring with them diverse experiences and expectations that add to the life and culture in Junction City and Geary County. The community, as it is exposed to new and exciting experiences and services reflects a more cosmopolitan atmosphere than many other Midwest communities of similar size. The diversity of people and experiences is what draws people to and back to Junction City to make their homes.

The beauty of the Flint Hills and native prairie lands provides a scenic backdrop for Junction City and defines Geary County. The hills provide a topography that adds character to development, the City, and the region. In conjunction with the experiences that are afforded residents, the natural environment is a draw and benefit to those that reside and visit here.

The accessibility of Junction City within northeast Kansas is a strength that should not be discounted. The presence of Interstate 70 and Junction City's location on an interstate system provides convenient access for industrial and military operations. Industrial users, such as Con Agra, depend on

accessibility to other markets, through the use of the interstate system, to ship their goods. Similarly, the military uses the interstate system to move troops and equipment throughout the United States, a use for which the interstate system was originally designed. The accessibility of Junction City and Geary County will continue to provide a lure for industry and jobs and remain an important factor to the location of military services.

The strengths that Junction City and Geary County possess are important in defining the future of the community. The ability of a community to build on its strengths and address its issues is paramount to implementing its vision. The next section has been prepared to address the issues that have been identified through the planning process with special attention to the strengths that are present in the community.

## **I.2 GOALS**

In support of the vision a number of goals were developed using input from the participating groups and individuals in order to address what they saw as critical issues. The goals in this plan have been organized by five general categories - **Community, Economic Development, People, Transportation/Accessibility, Fort Riley**. For each of the goals identified a series of objectives have also been identified. The objectives are intended to provide specific actions for implementation of the vision.

### **I.2.1 Community**

Continue the momentum of a prosperous and growing community by proactively addressing infrastructure, sustainable development patterns, policy regulations, housing needs, and natural resources issues.

**Goal:** Provide a service infrastructure network that adequately serves the population of Junction City and Geary County and has the capacity and ability to accommodate future growth.

#### *Objectives:*

- Create a utility infrastructure master plan illustrating existing and *planned* water, sewer, electric lines, and rights-of-way.

- Plan for utility line and street extensions in anticipated growth areas to reinforce the direction of future growth.
- Prepare annual updates to the capital improvements plan to address growth and development and fund infrastructure extensions.
- Encourage the use of advanced technologies in infrastructure and infrastructure facilities (i.e. fiber optics and conduit).

Goal: Provide a physical infrastructure system (streets and sidewalks) that connects services, neighborhoods, and the community as a whole.

*Objectives:*

- Develop a master pedestrian and bicycle path plan for Junction City and Geary County.
  - Provide sidewalks in existing neighborhoods where they are currently lacking.
  - Require the inclusion of sidewalks into all proposed residential subdivisions.
- Create a hierarchy of streets that promotes multiple modes of movement throughout Junction City and Geary County.
  - Establish street designs that include pedestrian and bicycle facilities at all levels.
  - Ensure rural roadway design standards are compatible with Junction City standards.
- Encourage connections among developments making the neighborhoods, centers, and community accessible.

Goal: Contiguous, efficient growth and development of Junction City and the established communities in Geary County.

*Objectives:*

- Discourage "island" or non-contiguous annexations.

- Discourage “leap-frog” style development patterns through restriction of utility and service infrastructure to land adjacent to existing city limits.
- Encourage a grid street network for proposed subdivisions and planned areas that promotes a connected development pattern.
- Require collector streets to be located between quarter-section arterial roadways.

Goal: Infill development that supports and enhances established neighborhoods.

*Objectives:*

- Encourage in-fill development within the existing city limits of Junction City and other established communities.
- Encourage residential infill in existing neighborhoods through the use of development incentives and process streamlining.

Goal: Housing choices and opportunities to accommodate growth in Junction City, the established communities, and Geary County.

*Objectives:*

- Reform local development process so it is clear, concise, and easy-to-follow.
- Encourage various forms of housing types, densities, and patterns including rural, suburban and urban, as well as single family, and multifamily and rental, and ownership opportunities.
- Encourage residential development around Milford reservoir that is respectful of the natural features and takes advantage of the lake as an amenity.

Goal: Provision of goods and services on a regional, community, and neighborhood scale.

*Objectives:*

- Create hierarchy for commercial/mixed-use centers.



- Promote a regional center at the I-70 and Chestnut intersection, attracting regional conventions, hotels, national retail, and restaurant chains.
- Designate Downtown Junction City as a unique, *urban* mixed-use center that is the heart of the City, that encourages living, working, and recreational opportunities.
- Designate four Mixed-Use Community Centers that are market based, providing services for Junction City.
- Designate four Mixed-Use Neighborhood Centers in Junction City, that provide services for the adjacent neighborhoods, that incorporate potential niche uses.
- Plan for community and neighborhood centers in designated growth areas.

Goal: Redevelopment of downtown Junction City as a historic, regional, mixed-use destination.

*Objectives:*

- Develop a downtown taskforce comprised of local merchants, the Economic Development Commission, and the Convention, and Visitor's Bureau to address development and redevelopment issues.
- Promote downtown as "weekend retreat" within the region.
- Encourage adaptive reuse of significant buildings within downtown to maintain and enhance the historic designation.
- Adopt a downtown mixed-use zoning category that requires redevelopment that respects the existing historic character and existing urban format of development.
  - Encourage redevelopment, in an urban style, within downtown through the use of incentives and a streamlined approval process.

Goal: A parks, recreation, and trails systems that connects and serves the neighborhoods and Junction City, Fort Riley, and Geary County.

*Objectives:*

- Create a parks and trails master plan based on input from Junction City, Fort Riley, and Geary County representatives.
  - Identify primary access points along the Republican and Smokey Hill Rivers to activate the rivers with recreational activities.
- Establish a regional recreational youth sports complex to be located north of U.S. Hwy 40 and west of Smokey Hill River.

Goal: Protect the beauty of the scenic, native prairie, and agricultural lands within Geary County.

*Objectives:*

- Establish preservation regulations for rural and natural lands.
- Minimize signage, such as billboards and pole signs, along I-70 and other major roadways located in Geary County.

Goal: Enhance the appearance and cleanliness of Junction City and Geary County.

*Objectives:*

- Establish markers and enhanced landscaping at key gateways into Junction City, centers, and neighborhoods.
- Enforce existing codes and ordinances.
- Create programs and/or incentives for local businesses and property owners to maintain and improve their property.

Goal: Manage growth and development to be complementary to the mission and necessities of Fort Riley and also to the needs and desires of Junction City and the surrounding communities.

*Objectives:*

- Continue to provide housing that accommodates the needs of the military within the growth and development policies outlined in this plan.
- Continue to provide services within Junction City that are necessary for military personnel and their dependants within the growth and development policies outlined in this plan.

**I.2.2 Economic Development**

Maintain and expand the diverse economic environment that has provided stability and growth, and continue to create additional retail opportunities in varying scale and niches.

Goal: Establish Junction City and Geary County as a goods and service center for the I-70 corridor region.

*Objectives:*

- Grow the retail base and recapture countywide sales by expanding the number of retail choices and niches, especially automobiles, electronics, clothing, and sit down restaurants.

Goal: Establish downtown as regional specialty retail destination.

*Objectives:*

- Continue to strengthen Downtown Junction City through incentives to renovate buildings with a mix of uses, continuing public investment and new amenities.

Goal: Create an environment in Junction City and Geary County that is advantageous for business and industry that allows the area to grow and flourish.

*Objectives:*

- Maintain job expansion levels at double the statewide employment growth rate.
- Expand the local economy through non-residential private investment, especially the attraction of

capital intensive businesses to create a stronger tax base.

- Maintain and fund a pro-active business recruitment effort that targets industries compatible with the area workforce.
- Expand the inventory of industrial development sites and enhance incentive packages to stimulate existing manufacturing expansions.
- Establish a business airpark at the Manhattan regional airport to attract and accommodate new business.

Goal: Provide a knowledgeable and trained workforce to support future growth.

*Objectives:*

- Establish a regional higher education campus to accommodate community college buildings, a Kansas State University extension and uses and facilities for private educational institutions.

Goal: Create a regional heritage and tourism destination based on the local attractions' resources and the history of the area.

*Objectives:*

- Create a new regional and national attraction tied to the historic and growing importance of Fort Riley and proximity to the Flint Hills.
- Create youth sports complex to host regional sporting events.

Goal: Continue to promote Milford Lake as a regional recreational destination.

*Objectives:*

- Continue to attract of day-time and overnight visitors by maximizing historic and military attractions, enhancing downtown events and amenities and establishing new facilities at Milford Lake.

### **I.2.3 People**

Provide opportunities for individual improvement, career advancement, and a lifetime of fulfillment, recognizing that people are the community's most important asset.

Goal: Embrace the diversity of the community.

*Objectives:*

- Promote community diversity through community events and activities.
- Encourage military personnel to live in and patronize housing, goods, and services offered in the Junction City/Geary County area.

Goal: Recognize the people of Fort Riley as members of the Junction City/Geary County community.

*Objectives:*

- Encourage relocation of soldiers and family members to reside off-base within Junction City and Geary County.

Goal: Invest in the education of youth, with the intension of creating future leaders.

*Objectives:*

- Create educational opportunities between USD 475 and the higher education institutions in the area including Cloud County Community Colleges and Kansas State University.
- Create educational opportunities between USD 475 and the military at Fort Riley.
- Incorporate technology into all facets of the K-12 public education curriculum.
- Plan for and support growth in student enrollment – teachers, facilities, supplies, extra-curricular activities etc.
  - Identify and secure funding for a growing school district.

- Plan for and support the expansion of the public library and ensure that the facility and its collections meet state standards.

Goal: Retain the youth of Junction City.

*Objectives:*

- Explore Community Youth Employment programs.
- Encourage downtown housing marketed towards first time renters and buyers.

Goal: Expansion of post secondary education opportunities for citizens and military dependants.

*Objectives:*

- Promote community college endeavors and extension services through KSU.
- Encourage the development of an "educational campus" within Junction City to consolidate and maximize college services provided by the community colleges and KSU.
- Promote additional library services that support secondary education activities.

Goal: Participation in and contribution by the citizens of Junction City and Geary County in the future of the community.

*Objectives:*

- Make City and County government activities more visible to the community and encourage citizen participation when appropriate.
- Provide home ownership opportunities that encourage community involvement.
- Encourage the development of and participation in neighborhood associations.
- Encourage creation of neighborhood coalitions – the grouping of neighborhood associations – for areas that need the greatest assistance.



**Goal:** Encourage entrepreneurship and innovation by the people of Junction City and Geary County.

*Objectives:*

- Explore feasibility of a business incubator to foster entrepreneurship and business expansion.
- Create private and public partnerships with government and educational institutions to encourage business development and innovation.
- Seek funding for entrepreneurship start-up grants – Federal, Public/Private, Kauffman Foundation etc.
- Use both entrepreneurship and innovation to address issues created by the Post growth, while at the same time creating economic opportunities.

**I.2.4 Transportation/Accessibility**

Improve and enhance accessibility within the community and to neighboring population centers, incorporating various forms of transportation such as automobile, transit, bicycle, and pedestrian.

**Goal:** Provide a future street network that plans for future growth while maintaining the efficiency of the existing system.

*Objectives:*

- Provide a future street network that maintains the high roadway levels of service and accommodates growth of the community.
- Maintain the existing street system.
- Provide operational improvements at critical intersections and links to increase capacity.

**Goal:** Connect the community through alternative transportation modes; walking, bicycling, transit, etc.

*Objectives:*

- Identify locations of potential pedestrian trip activity and provide sidewalks.

- Develop new multi-modal streets with sidewalks and bike lanes and retrofit existing streets with sidewalks and bike lanes as part of future roadway maintenance and reconstruction.

Goal: Provide well defined connections between Fort Riley and key destinations within Junction City and Geary County.

*Objectives:*

- Encourage alternative modes of transportation between destinations.
  - Transit service
  - Bike lanes
  - A system of sidewalks along transit stops that would support transit usage

Goal: Maintain the quality of the City's existing street system.

*Objectives:*

- Prepare comprehensive pavement management plan that is renewed on an annual basis as part of the Capital Improvements Plan.
- Add bicycle lanes and sidewalks where possible as part of new major roadway reconstruction project.

Goal: Provide connections and service between Junction City and regional destinations.

*Objectives:*

- Airport
- I-70

Goal: Enhance and expand accessibility from I-70 to support growth and economic development in Junction City and Geary County.

*Objectives:*

- Preserve right-of-way at the intersection of Taylor Road and I-70 for a future interchange.

- Preserve right-of-way for a frontage road along I-70 between Crider and Taylor and between Taylor and US 77 for future development potential and access.

#### **I.2.5 Fort Riley**

Embrace the army post and all of its assets and resources to Junction City and Geary County. Promote cooperation between the army, City, and County to ensure smooth adaptation between potential future post size fluctuations.

Goal: Continued cooperation and communication between post, City, and County staff and officials to promote complementary goals.

##### *Objectives:*

- Conduct regular coordination meetings between key post, city, and county representatives to discuss the implementation of future activities.

Goal: Provide opportunities for interaction and education of city, county, and post populations.

##### *Objectives:*

- Encourage regular town hall meetings with city, county, and post residents to foster interaction and understanding.
- Continue and expand Junction City Library activities and programs with Fort Riley.

Goal: Maintain the viability of Fort Riley as a military installation and training center.

##### *Objectives:*

- Encourage development/redevelopment of the post to accommodate growth and change as the military changes.
- Continue to provide goods and services to military personnel and their dependants.

Goal: Continue to be a good neighbor through the mitigation of the operational impacts of Fort Riley on surrounding communities.

*Objectives:*

- Implement the findings of the Joint Land Use Study (JLUS) to minimize conflict between fort operations and surrounding communities.

Goal: Plan for continued growth and expansion in collaboration with the surrounding communities and the region.

*Objectives:*

- Implement the findings of the Joint Land Use Study (JLUS) and Army Compatible Use Buffer Program (ACUB) to minimize conflict between fort operations and surrounding communities.
- Continue communications between city, county, and post officials to anticipate potential conflicts.

### **I.2.6 Development Building Blocks**

Development within Junction City and Geary County has always been shaped by the native prairies and the scenic setting that they provide. In the future, development will continue to be influenced in this way and should continue to use the natural presence as a development amenity. It is important that the heritage of the prairie lands be embraced in future development.

The basic development building blocks for Junction City and Geary County include neighborhoods, centers, corridors, and districts. Each of the areas discussed requires greater study in order to develop more specific strategies and approaches for future land use and development.

Junction City has traditionally developed in a series of districts supported by neighborhoods and the community as a whole. Districts like Downtown, Grant Avenue, the East Chestnut area, and the Airport, and corridors such as 6<sup>th</sup> Street and Washington Avenue are good examples of this development pattern. The following discussion is intended to provide general guidance

related to maintaining the integrity of the building blocks in Junction City.

### Neighborhoods

Neighborhoods today and historically have lacked specific definition and identification in Junction City. Neighborhoods should be a focus and a primary organizational element of the City in the future. The neighborhoods of Junction City are unique and provide differing environments for people to live. The automobile has had an impact on the development of Junction City and its neighborhoods, similar to many other cities in the United States. The accessibility of jobs and goods and services allows people to live at greater distances, thus the “suburbs” continue to thrive with development. The importance of unique neighborhoods to the future of Junction City is immeasurable. Therefore the continued investment and improvement of neighborhoods should be a focus for the City as well as residents.

- ***Goal:*** *Sustain and create strong identifiable neighborhoods that provide a variety of high quality urban, suburban, and rural living opportunities.*
- ***Goal:*** *Promote the creation of new housing starts in all areas of the City.*

### Centers

Centers are traditionally the location of activity in any city. Goods and services as well as entertainment and institutional uses are provided within centers. The first center in Junction City was Downtown. Downtown was not only a commercial and financial center, but also home to most of the residents of early Junction City. As the City has grown, the necessity for additional centers to provide goods and services was apparent. Thus, the numerous centers that exist today, including the I-70/Washington Avenue area, I-70/US 77 area and the east Chestnut area to name a few, were created to serve the growing population of Junction City and Geary County, including Fort Riley.

Centers will remain the location of activity, goods and services in Junction City. The ideal situation is to have centers at different scales that provide different services to the population. This helps to ensure that each of the centers within Junction City remains economically viable and responsive to the population. A variety of

strong healthy centers will allow goods and services to be delivered to, as well as activities to be used by, the current and future populations of the City and County.

- **Goal:** *The commercial development pattern in Junction City should be based on stabilizing, preserving, and strengthening strong commercial centers as well as the market trade areas associated with these strong centers that exist today, creating new centers as growth requires and redeveloping weaker centers for better use.*

#### Corridors

Corridors are important to Junction City and Geary County for the connections and accessibility that they can offer. A well designed street network can facilitate the movement of people and goods to and throughout the community. Junction City has a strong highway and arterial street network that provides connection within the City and the region. For Junction City, the importance of corridors lies in the accessibility to the centers and the opportunities and goods and services that they offer. In turn, the accessibility to centers provides economic stability for the businesses and functions located within. To support the future connections throughout Junction City and the centers, corridors are an important piece of the growth and development of Junction City.

- **Goal:** *The main travel corridors in Junction City should be effective and efficient for moving goods and/or people through the community and to destination locations within the community.*

#### Districts

Districts are defined by a unique area/location or by a grouping of similar businesses or uses. One of the largest districts in Geary County is Fort Riley. The military presence and activities that take place on the post are the identifiable and defining features of the district. Districts are very similar to neighborhoods in that they primarily contain a single type of use, such as residential. As such, they should be treated in a manner similar to neighborhoods. Individual districts should be unique and the development within should contribute positively to the district as a whole, the City, and the County.



Milford Reservoir is a unique district because of its focus on recreational activities. Although the types of uses vary, the amenities that the reservoirs offer are incomparable to any other location in the County. Thus, the uniqueness and rural development opportunities adjacent should be maintained and enhanced.

#### Districts

- **Goal:** *District development should promote and accommodate economic development and employment opportunities that congregating similar uses are easily accessible and provide a benefit to the community through good urban design.*

#### **Summary**

The goals outlined here are intended to provide a basis for pursuing the vision and guiding future decisions regarding the people of Junction City and Geary County. To further define the goals, the following two chapters of the plan focus on more specific objectives, actions, and strategies that the City and County should begin to implement in order to accomplish the vision.



## ***Chapter II: Land Use and Development Framework***

This chapter describes the foundation for the future physical development of Junction City and Geary County. The land use and development framework consists of several components including future land use, growth and infill, and development form and design. These components of the plan will guide development decisions and shape the future of the City and County by forming the basis for land use and development decisions that will be made in pursuit of accomplishing the vision for Junction City and Geary County.

### **JUNCTION CITY/GEARY COUNTY VISION**

*"The Future is Ours"*

***"Working together to promote and enhance the image, heritage, regionalism, and the overall quality of life in Junction City and Geary County into the future."***

How does this vision relate to the future physical development of Junction City and Geary County? This vision recognizes the importance of several key physical development forms. First, the future development of the community can aid in enhancing the image of Junction City. Second, the presence and history of Fort Riley, Downtown Junction City, Milford Reservoir, and other assets in the community distinguishes the community within the region. Third, the location of Junction City and Geary County along the I-70 corridor makes them the centerpiece of the region. And finally, the quality of future growth and development of the community is important to enhancing the quality of life in the community.

**The Future is Ours**

Chapter II: Land Use and Development Framework

Page II-1

The vision reflects the desire of the people to take responsibility for making Junction City and Geary County a great community in which to live. Many different paths can be taken to achieve this vision and three alternatives were evaluated as part of the planning process. Those alternatives are described in a technical support document to the comprehensive plan. The preferred physical plan for the Junction City/Geary County is a combination of ideas and concepts coming from public discussion about the alternatives.

After evaluating the three alternatives described in *Section A: Planning Process* of the ***Technical Support Document***, a preferred direction for a future land use and development framework was developed. Based on the evaluation of the alternatives there were several key principles that form the core for the land use and development framework for Junction City and Geary County. These core principles are:

1. Planned, high quality growth and development.
2. Increased quantity and quality of goods and services provided to the residents of Junction City.
3. Development of employment/industrial areas within Junction City/Geary County.
4. A transportation system and network that serves all sectors of the population and provides access to the City and the region and supports growth of the community.
5. Protection and enhancement of the character of unique places in Junction City, particularly downtown.
6. Assurance of quality development that respects the physical features and native environment in which it exists.

The physical foundation and recommendations in this chapter will guide growth, infill, and development of Junction City and Geary County by setting forth a desired future growth and land use pattern along with strategies for improving and expanding the City and County.

## **II.1 FUTURE LAND USE**

The future land use map, a critical component of any city or county comprehensive plan, provides the physical depiction of the desired development pattern to guide and shape the location of various land development types within the city and county. The future land use map is a resource for elected and appointed officials, citizens, and City and County staff to evaluate development proposals and make recommendations and decisions about the location and type of development that is acceptable in light of the vision.

The future land use pattern proposed respects historic and existing development patterns and proposes changes that will enhance and sustain the viability of Junction City and Geary County in the long term. The pattern also reflects many of the policies and recommendations found in other sections of the plan. While it is easy to consider the map as a stand alone piece of the plan it is important to place it in the context of the rest of the land use and development framework in order to understand why the map reflects certain land use patterns and changes. To provide the necessary detail in defining locations of different land uses two maps have been prepared for this plan; one depicting countywide land use and a second map focused on Junction City.

### **II.1.1 CLASSIFICATIONS**

The text below describes and defines the land use classifications of both future land use map (Figures 2-1 and 2-2). The maps also reinforce the development zone, growth and infill, and development building blocks discussion in this chapter of the plan.

#### **Residential**

##### **Urban Neighborhood**

The urban neighborhood category allows higher density residential development. The neighborhoods around Downtown are good examples of this type of residential development. This category may include a mixture of housing styles and types including single family, townhomes, duplexes, and apartment houses. Such residential uses may be integrated into neighborhoods or neighborhood centers, community centers, and regional centers per specified location

and design guidelines outlined in the development building blocks section of this chapter. To maintain the viability of these types of neighborhoods community services such as churches, schools, and parks are also allowed in this land use category.

#### *Suburban Neighborhood*

This residential category represents prevailing development standards in housing and neighborhood design. Suburban residential development is primarily reserved for single family homes, but may include a mixture of housing types subject to the residential locational guidelines. In areas of suburban residential development where sensitive land forms or environmental constraints exist, cluster developments are encouraged. Like urban neighborhoods, suburban neighborhoods are strengthened by the presence of community services (churches, schools, and parks) that are permitted in this category.

#### *Rural Neighborhood*

This category provides for large-lot residential development where a full range of municipal services may not be available. This category is intended to allow for flexibility of choice for individuals preferring an estate residential environment. This category occurs in areas that are not prime for agriculture or prairie areas - a person living in this area should not expect the full range of urban services to be delivered by Junction City unless located adjacent to existing or planned urban services that can logically and cost effectively be expanded in the future. Ultimately, the development pattern in this area is intended to retain a rural character feeling.

The rural residential category can accommodate a higher intensity of residential development known as "cluster development." Net densities of 1+ unit(s)/acre can be achieved through clustering residential units on a portion of land and leaving the remaining land undeveloped. Clustering can assist in protecting the natural and rural character of portions of Geary County through environmentally sensitive development. The key to clustering is the availability of utilities to serve the development. Clustering is further discussed in other sections of the Comprehensive Plan. This is a particularly useful practice in areas where the native prairie,

floodplains, and other inherent environmental qualities impact the amount of developable land and should be applied to development around Milford Reservoir.

#### *Residential Locational Guidelines*

- Low-density residential uses should be separated from adverse surrounding land use types such as major industrial and commercial areas. Appropriate buffering includes open space, bodies of water, abrupt changes in topography, and a combination of landscaping and walls.
- Low-density residential lots should not front directly onto arterials, but onto local and neighborhood streets, so as to minimize the number of access points along major streets.
- Low to medium-density (through clustering) residential development should be allowed around Milford Reservoir to take advantage of the natural amenity that exists.
- Medium-density residential uses, including townhomes, apartments, and duplexes, may serve as a transitional land use between low and high density residential uses, as well as serve to buffer lower-density residential from commercial uses.
- Medium and high-density residential uses should be located within walking distance of neighborhood centers and commercial services, parks, schools, and public transportation routes and be in proximity to employment concentrations, major thoroughfares, and utility trunk lines.
- Medium-to-high-density residential development, in the form of townhomes, apartments, and duplexes should be encouraged along primary transportation routes within Junction City including Washington, Grant Avenue, 18<sup>th</sup>, 6<sup>th</sup> Street, and K-77, between mixed use nodes to buffer adjacent neighborhoods.



- Medium-to-high-density residential development should be directly accessible to arterial or collector streets so that traffic generated by these uses does not pass through less intensive land uses.
- Medium-to-high-density residential areas should be located where they will not overload existing and planned facilities and utilities.
- Higher density residential uses such as apartments, condominiums, and lofts should be located and encouraged in Downtown and other mixed-use centers.

#### *Mixed-Use Commercial*

##### *Regional Center*

Regional Centers are traditionally large in size, comprised of many city blocks or acres, and have concentrated development that supports a varied and large employment base while addressing the needs of a regional market. Mixed-use Centers usually contain activities such as regional shopping centers and commercial uses, government and financial institutions, and/or major cultural, recreational, medical, and/or entertainment features and often contain higher density residential units. Neighborhood and community size business uses may complement larger service and retail uses. Further discussion related to mixed-use Regional Centers can be found in the Development Building Blocks section of this chapter.

##### Downtown -

Downtown Junction City is a good example of a regional "mixed-use center" containing a mix of cultural, financial, governmental, institutional, entertainment, residential, and recreational uses. Continued growth of all types of land uses is appropriate for Downtown. New uses and development in this category may be integrated with existing development and surrounding neighborhoods per specified guidelines found in the other sections of this chapter.

The addition of housing in the downtown area and within the designated mixed-use centers is desirable and should strive for higher densities. Within the downtown, the density of housing should be in excess of 10 units/acre on average. Acceptable

#### **The Future is Ours**

housing in Downtown can include several residential types and styles mentioned in the previous residential categories but also includes condominiums, and special residential accommodations for seniors (the proposed Bartell Renovation), as well as lofts and medium to high-rise residential development.

Downtown Junction City should retain its small town character while being a regional center for specialty retail goods. The historic designation of the Downtown will assist in maintaining the character of the area. Redevelopment of the area should also strive to meet the standards of the historic designation to enhance the character and uniqueness of the area. Opportunities to expand the historic area and strengthen downtown should be pursued.

#### *Community Center*

A Community Center provides a general merchandising and convenience destination for residents of the City. It can include a wide range of commercial services, such as big box and strip retail centers, restaurants, fast food and dine-in, and office uses, as well as higher density housing and institutional uses. Further discussion related to mixed-use Community Centers can be found in the Development Building Blocks section of this chapter.

#### *Neighborhood Center*

A Neighborhood Center consists of a small commercial/retail center providing locally focused services that may include a residential component. Convenience goods, such as smaller grocery stores, personal services (dry cleaning, beauty salons, bank), restaurants, gas stations, and small office uses are the primary commodities and services that are provided within Neighborhood Centers. The provision of services is intended to serve the neighborhoods immediately adjacent to the center. Small institutional uses, such as a churches, library, or school, are also appropriate for inclusion in a Neighborhood Center. Further discussion related to mixed-use Neighborhood Centers can be found in the Development Building Blocks section of this chapter.

#### *Commercial/Office Locational Guidelines:*

Commercial

- Commercial sites should be located adjacent to arterials or major thoroughfares which provide needed ingress and egress to avoid congestion.
- The location of major commercial uses should be coordinated with arterial streets, mass transit routes, high-density residential, centers of employment, and other intensive uses.
- Commercial development should have required site design features which limit noise, lighting, and other activity so as to not adversely impact surrounding residential areas.
- Commercial uses should be located in compact clusters versus extended strip developments.
- Commercially-generated traffic should not feed directly onto local residential streets.
- Commercial uses not located in planned centers, including large freestanding buildings, auto-related, and non-retail uses, should be guided to areas such as the downtown fringe and other appropriate areas and streets where these uses may already exist or to locations where traffic patterns, surrounding land uses, and utilities can support such uses.

#### Office

- Office uses should be generally located adjacent to arterial streets.
- Large scale office developments should be encouraged to locate in downtown or in planned parks.
- Local, service-oriented offices should be incorporated within or adjacent to neighborhood and community commercial developments.
- Low-density office uses can serve as a transitional land use between residential uses and higher intensity-uses.



#### *Employment (Light & Heavy Industrial/Office Park)*

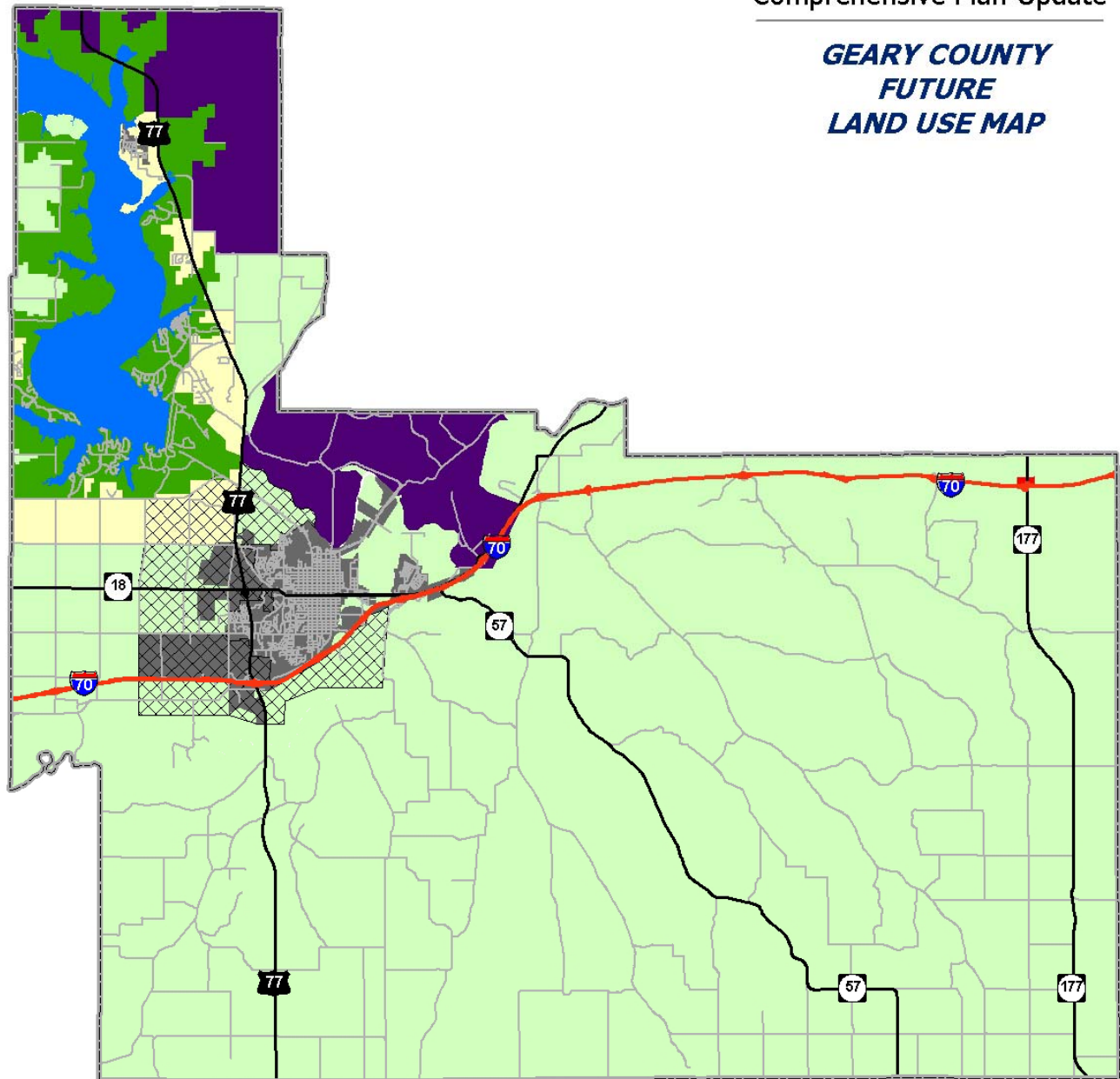
Industrial, warehousing, and consolidated office park uses are generally considered to be the most intensive of land uses due to operational impacts or functions. These uses provide employment opportunities and may be located along major transportation routes (road, rail, air, and barge). It is intended that these uses should be located in established viable locations such as existing business or industrial parks.

Light industrial uses include those uses that are typically related to warehousing, distribution, fabrication, and parts assembly and rely on large land areas and large single story buildings. Heavy industrial uses are typically those that are related to production or manufacturing, such as assembly plants and more intensive manufacturing uses, including animal slaughtering, grain processing, ethanol production, and bio diesel plants. These uses also rely on large amounts of land, large single story buildings, and rely heavily upon convenient transportation connections and access to high capacity infrastructure. Junction City currently has two areas that are primarily developed for industrial uses - the area east of Downtown and the I-70/US 77 interchange area. The I-70/US 77 interchange is also being developed with lighter manufacturing and warehousing uses

#### *Industrial Location Guidelines:*

- Industrial areas should be located in proximity to support services with good access to major arterials, City truck routes, highways, utility trunk lines, along railroad spurs, near airports, and as extensions of existing industrial uses.
- Traffic from this category should not feed directly onto local streets in residential areas.
- Industrial uses should be generally located away from existing or planned residential areas, and sited so as not to promote traffic through less intensive land uses.

**GEARY COUNTY  
FUTURE  
LAND USE MAP**



**Legend**

- |                     |                           |
|---------------------|---------------------------|
| Geary County Limits | Park/Open Space           |
| Municipality        | Commercial                |
| Agriculture         | Ft. Riley Post            |
| Rural Residential   | Junction City Growth Area |
- (See Junction City Future Land Use Map for detail.)



NOT TO SCALE  
January, 2007

**Figure 2-2: Geary County Future Land Use Map**



### *Recreation/Open Space*

This category includes public park land and publicly owned open space. These areas may be used for recreational purposes or may be held for future public use.

### *Recreation/Open Space Locational Guidelines*

- New park and recreation facilities as well as expansion of existing park and recreation facilities should be located according to population and proximity to neighborhoods.
- Park and recreation opportunities should be included in all levels of mixed-use centers.

### *Public/Semi-public*

The public and semi-public land use category consists of those institutional land uses including government centers and facilities, educational facilities, and other public uses and places. Other uses that fall into this category include "places of worship", hospitals, private schools, libraries, and cemeteries. New uses in this category may be integrated with residential neighborhoods or as part of neighborhood, community, or regional centers per specified guidelines in the Development Building Blocks section of the plan.

### *Public/Semi-public Locational Guidelines*

- Public facilities such as branch libraries, post offices, and schools that serve residential areas should be grouped together with neighborhood commercial centers, and located near parks or intersections of "greenways/recreational corridors" when possible.
- Major public and semi-public facilities should have convenient access to arterials, public transportation, and major utility trunk lines.
- Libraries, parks, and fire and EMS stations should be located according to population density, distance and response time standards as established in adopted facility plans as well as other standards.

### Military/Fort Riley

The military/Fort Riley land use classification represents those areas that are owned and used by the military in their daily activities as a training installation. Uses include housing, office, retail services, industrial, and training facilities.

Generally, these land uses apply to those areas that are currently within the boundaries of Fort Riley.

### Agriculture/Prairie

This category represents those areas of Geary County in which development should not occur. Development may not be encouraged for numerous reasons, most notably, to protect natural resources or environmental elements and/or lack of planned infrastructure expansion. In keeping with the goals of the plan, the land and natural topography of the native prairie lands and agricultural lands should be protected. Similarly, the extension of infrastructure including water, sewer, and streets can be expensive to these portions of the county.

Allowable development within a agriculture/prairie area is limited to residential with a minimum lot size of 80+ acres; although certain “cluster development” opportunities may exist on a case by case basis. *(See Rural Development Zone definition, Page II-33.)* A rural level of public service should be expected including, well water, septic systems, gravel roads, and a rural level of service from public safety agencies.

### Geary County

This category represents those areas of Geary County in which development should not occur. Development may not be encouraged for numerous reasons, most notably, to protect natural resources or environmental elements and/or lack of planned infrastructure expansion. In keeping with the goals of the plan, the land and natural topography of the native prairie lands and agricultural lands should be protected. Similarly, the extension of infrastructure including water, sewer, and streets can be expensive to these portions of the County.

## **II.2 TRANSPORTATION AND UTILITIES**

### **II.2.1 TRANSPORTATION**

As Junction City looks to the future for growth and development opportunity, it is critical that a system of roadways and corridors be preserved that will accommodate this growth. Much of this potential growth is to the west and currently consists of green fields. As development occurs, it is recommended that the primary roadway system consist of Primary Arterials and Secondary arterials along the one mile grid with collectors at the half mile grid.

The following map identifies a recommended system of roadways to accommodate future development to the west. The Primary arterials include US 77, SH 18, and 57, and North Gfeller Road connected to Taylor Road with an eventual new interchange connection with I-70. This new interchange would be of sufficient distance to the US 77 interchange and would provide an alternative freeway access for future growth to the west.

The Minor Arterials system of roadways would include Cider Road, Ritter Road, Spring Valley Road, Rucker Road, and Liberty Hall Road. The collector system of roads is schematically illustrated and indicates the need for an internal collector and distribution system of streets to get future development to the arterials system and for shorter trips to travel from one area to another.

These roads should have right-of-way preserved for future improvement with the eventual accommodation of the full multimodal cross section including bicycle lanes and sidewalks. These roadways could be strategically improved in the interim with roadway paving, shoulders for bicycle, and flair outs at intersections to accommodate left turning vehicles.

Access to the Primary Arterials and Minor Arterials should be limited to other intersecting Minor Arterials and Collectors. Access to local development on these Primary Arterials and Minor Arterials should be limited and residential lot access should be restricted.

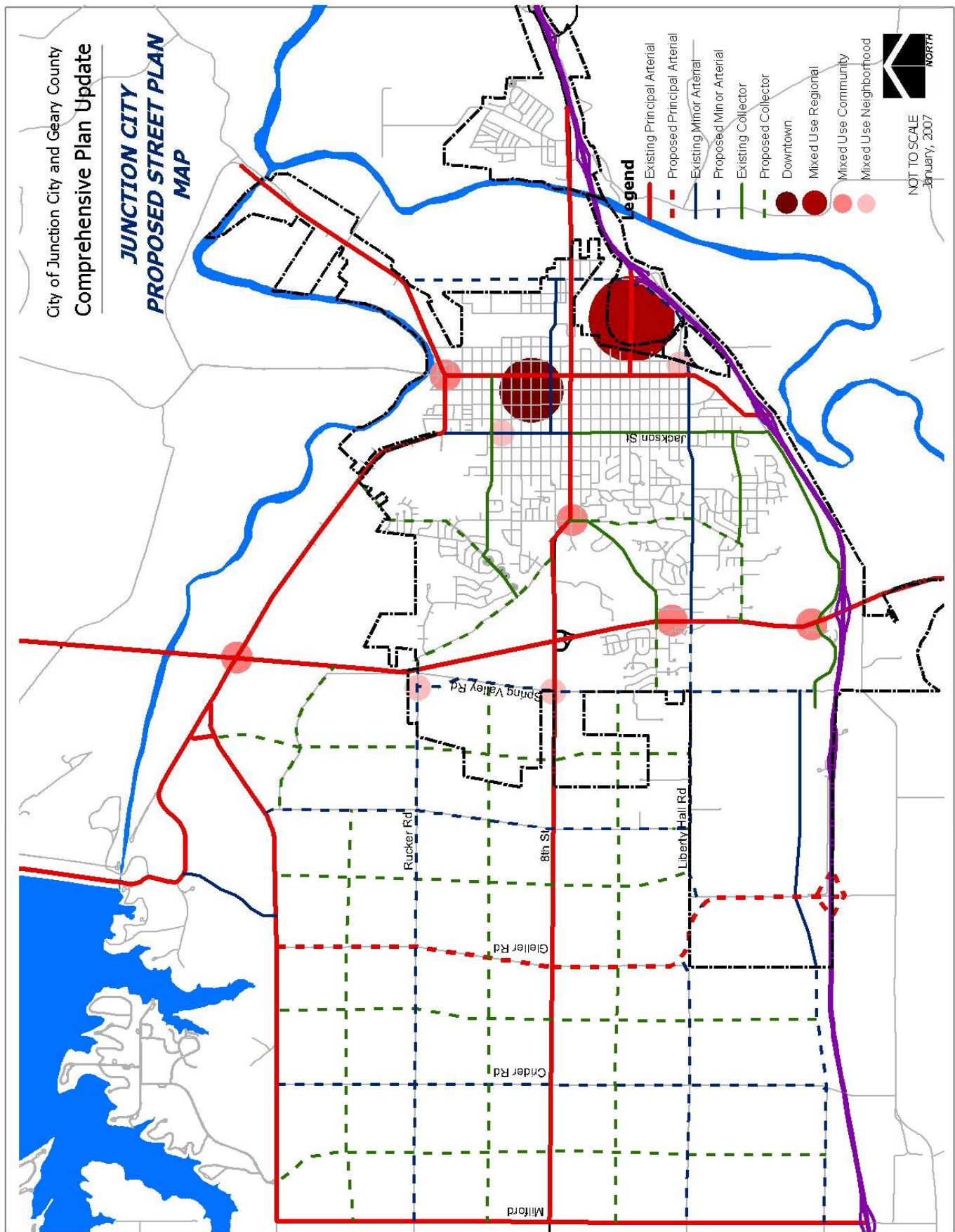


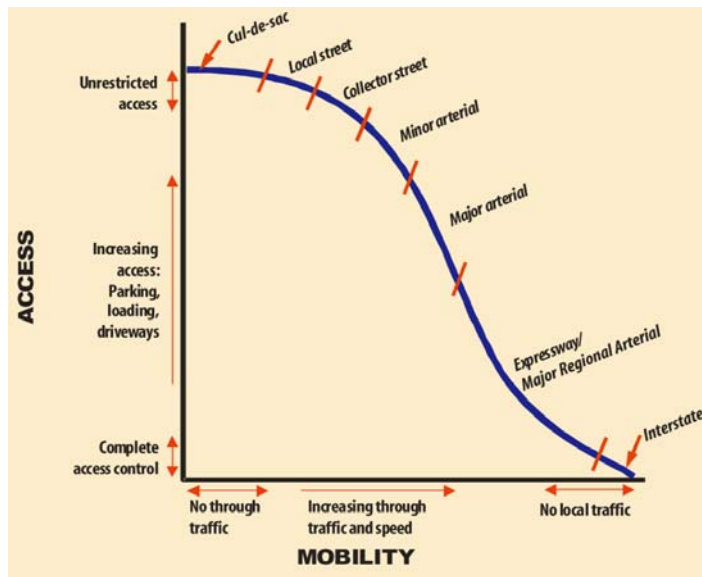
Figure 2-3: Major Street Plan

The collector roadway system is the system of roadways that provides access to future development. Access to residential lots should be restricted.

It is further proposed that as future subdivisions are proposed that they have a system of interconnecting local streets that provide access from one neighborhood to another and not require all traffic to exit the neighborhood to the arterial street system to make a local trip to a neighboring school, park, or home.

It is further proposed that as existing roadways as identified in the Proposed Street Plan are resurfaced or improved, that to the extent possible, the recommended street cross sections be accommodated as possible. This would include flaring at intersections to accommodate left turn bays, right turn lanes

where heavy demand exists, adequate pavement and/or shoulders to accommodate bicycles and sidewalks where potential walking trips to transit, activities, parks, and schools exists.



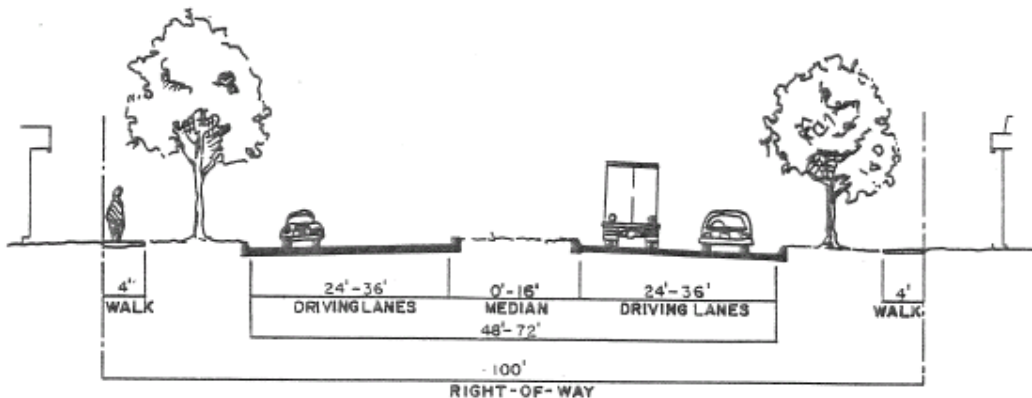
#### II.2.1.1 Functional Classification System

Functional classification is a process by which streets and highways are grouped into classes according to the character of service they are intended to provide. Basic to this process is the realization that individual streets and highways cannot respond to

traffic demand independently. Instead, most travel involves movement along a combination, or network, of streets. In order to minimize congestion and accidents, this network of streets is organized as a hierarchy of different street types, each with a particular role to play in the overall system.

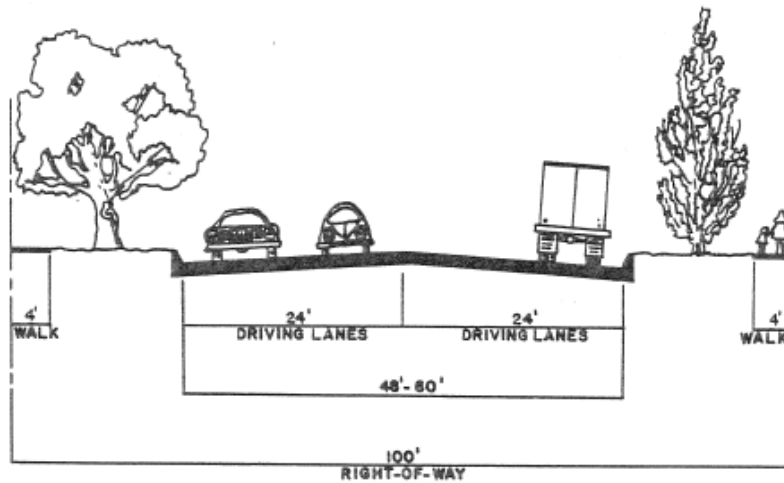
In Junction City, the system has been defined so as to include four street categories: principal arterial, minor arterial, collector, and local streets. The role of each type of street can be described as follows:

1. **Principal Arterial:** a street or highway intended to connect major traffic generators and the major highway entrances into the City. Because of the large volume of traffic carried by principal arterials, access to abutting properties should be restricted or prohibited wherever possible.
2. **Minor Arterial:** a street intended to provide through traffic movement across the community connecting



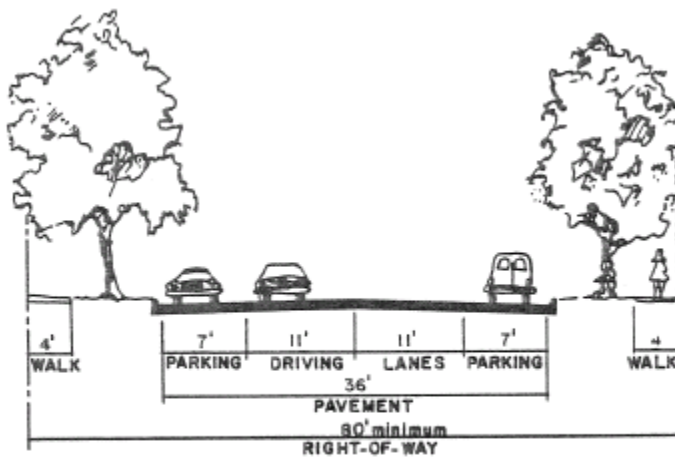
URBAN PRINCIPAL ARTERIAL STREET

minor traffic generators and principal arterials. Access to abutting properties should generally be restricted.



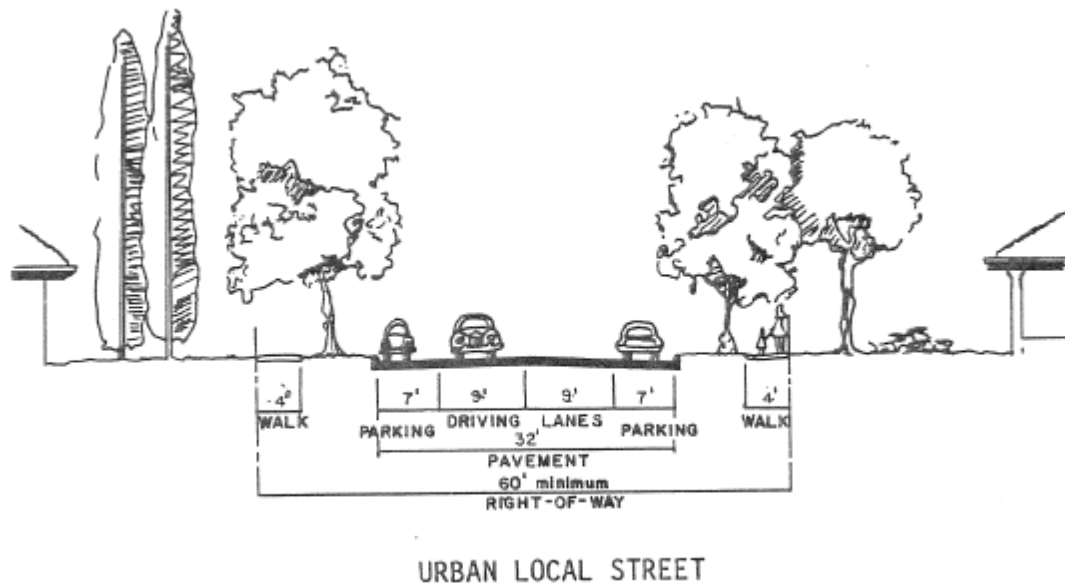
URBAN MINOR ARTERIAL STREET

3. **Collector:** a street intended to connect the local streets of a residential neighborhood with the arterial system. In addition, collectors often provide access to localized traffic generators such as neighborhood schools. Collectors generally should not serve through traffic.



URBAN COLLECTOR STREET

4. **Local Streets:** a street intended to serve individual properties. The design should discourage through traffic.



### *II.2.2 UTILITIES*

The provision of utilities within Junction City and Geary County will have a direct impact on the future growth of the community and County. To adequately provide housing and goods and services to the anticipated growth of population, service infrastructure in the form of water, sewer, and electricity is necessary. Similarly, the physical infrastructure in the form of streets, as previously discussed, is also necessary. The service infrastructure system is not only necessary for growth, but if supplied can create and/or direct growth of the City and within the County. As noted, the provision of utilities will have a direct and long-lasting effect on the shape and size of Junction City and Geary County.

In addition to guiding growth and development, infrastructure can also be used to protect natural areas and valuable resources present in Junction City and Geary County. The lack of infrastructure in areas will deter significant development. Therefore, in those areas designated for prairie or agricultural uses, limited infrastructure should be allowed. Limited infrastructure includes gravel roads, drainage swales and ponds, and septic systems. Similarly, more intensive



infrastructure such as paved roads, municipal sewer, and water systems should not be allowed.

The provision of utilities to accommodate growth and development of Junction City and Geary County should occur within the following basic guiding principles:

- Development of infrastructure “just in time” to serve development.
  - This idea is based on the concept that utilities are provided *as* development occurs and not prior to development.
- Infrastructure should be provided to areas contiguous to existing development.
  - Reduces leap-frog development.
  - Reduces unnecessary investment to extend utilities to undeveloped areas.
- Infrastructure should be provided that adequately serves the proposed development and anticipates future needs based on the growth and development patterns outlined in here.

### **II.3 PARKS AND OPEN SPACE**

The provision of public parks and recreation facilities is important to the quality of life in any community. And, although it is critical to maintain existing facilities it is just as important to plan for the future growth of the community. As cities look to growth there is an increased demand to provide parks, facilities, and programs that make the community a desirable place to live. The (NRPA) has established standards to guide the provision of park and recreation lands (see the table below). These standards provide a good guideline for Junction City and Geary County to follow when planning future parks and recreation facilities and in determining the amount of land and allocation of resources to various areas of the City and County.

Based on Junction City’s population from the 2000 census it appears that the City is generally consistent with the NRPA standards for a desired amount of parkland to serve the existing population. Currently the Recreation Department has

## Parks and Open Space Guidelines

Source: National Recreation and Parks Association

	Description	Typical Facilities	Service Area/ Pop. Served	Acres Required
<b>Neighborhood Park</b>	Provides recreational opportunities for all ages of the neighborhood. When possible, neighborhood Parks should be separate facilities, however, they may be located adjacent to elementary schools or linear parks.	Play apparatus for all ages of children, multi-use paved surfaces, picnic areas with shelters, informal ball fields, walkways, tennis courts, restrooms, and landscaping.	¼ to ½ mile radius/1,000 to 5,000	5/1,000 pop. (5 ac. min.)
<b>Community Park</b>	Provides recreational facilities for the community to utilize. Facilities should be provided for people of all ages. Should be located on arterial streets and accessible by pedestrians and bicyclists.	Swimming pools, lighted athletic fields and tennis courts, pedestrian and exercise trails, large picnic areas with shelters, landscaped areas to buffer adjacent developments, areas of natural value and water areas.	½ to 3 mile radius/15,000 to 20,000	3/1,000 pop. (20 ac. min.)
<b>Metropolitan Park</b>	Accommodates social, cultural, educational, and physical activities of particular interest to the community.	Lighted athletic complex, large swimming pool, nature center, zoo, community center, museum, golf course, historical sites, and amphitheater.	Whole Community/Varies with usage	Varies
<b>Regional Park</b>	Provides extensive areas for passive recreation and regional recreational facilities that compliment urban resources.	Campgrounds, picnic areas, nature centers, wildlife sanctuaries and golf courses.	Urban areas/ 50,000 to 100,000	5/1,000 pop. (250 ac. min.)
<b>Linear Park/Trails</b>	Elongated corridors of open space, parkland, or trail that provide paths for walking, biking, and other recreation	Drainageways, utility corridors, rail/roadway rights-of-way	Whole Community	1/3,000

approximately 15 parks that cover approximately 222 acres. Based on the NRPA standards, 222 acres is more than the amount needed, 152 acres, to serve the population of Junction City (18,886) in 2000.

In addition to the parklands within Junction City, the City is home to some 8 miles of linear parks and recreational paths. Many of the paths are incorporated in to existing parks, except for facilities like the Riverwalk Park which is adjacent to the Republican River, a public open space itself. Standards from other communities, as well as national standards, suggest that approximately 1 mile of walking/bike trail per 3,000 people and/or approximately 4 acres of linear parkland per 1,000 people are comparable standards which are exceeded by Junction City.

Another asset to the parks and recreational opportunities in the region is the presence of Milford Reservoir. Milford provides a regional park and recreational destination of over 1,084 acres in Geary County. The presence of this state park is truly an asset that many communities don't have. Milford State Park is a regional asset to Junction City and Geary County and should be maintained and planned for in the future.

As Junction City and Geary County grow the provision of parkland is important to provide natural areas as well as recreational opportunities to residents. The ability of residents and patrons to use the parks and open space add to the quality of life in the City and County. A system of parkland dedication and planning should be established to guide the future development of parks and recreational space for the citizens of Junction City and Geary County.

#### **II.4 GROWTH AND INFILL**

With the exception of the 1990s, Junction City has experienced an increase in population in recent decades. Similarly, Geary County has shown population increases that are comparable to that of Junction City in previous decades. In the 1990s Junction City and Geary County each exhibited a declining growth rate, -8.3% and -7.6% respectively. While a growing population trend has been customary in the past, it has not always been guaranteed. The recent announcements for growth at Fort Riley are as near a promise for growth as one can find. The intent of this plan is to prepare land use and development policies that build on continued population gains, the increased population brought to the region by Fort

Riley as well as the change of development trends in Junction City and Geary County to help the Community plan for growth.

Future growth is a reality for Junction City and Geary County. The City must continue to develop vacant lands and promote the expansion of the corporate limits to accommodate growth and development within Junction City and adjacent areas. The general concept behind the strategies is based on encouraging new development and promoting redevelopment and infill in the established areas. It is important that these concepts be balanced by creating new opportunities for development and repositioning existing areas of the City to attract redevelopment.

To implement a method for focusing resources a critical first step is making strategic decisions about growth and redevelopment. Seven area types have been identified for Junction City (Figure II-2). Each of the area types describes the dominant conditions of the area and outlines different strategies for addressing and promoting orderly development.

*Each of the areas will be discussed in the context of Geary County and Junction City: however, many of the concepts and recommendations for Junction City can be applied to the other incorporated communities in Geary County, Milford, and Grandview Plaza.*

#### Emerging Areas

Emerging areas are defined by an increase in population and housing units and exist predominately on the growing western, northwestern, and southwestern periphery of Junction City. These areas are located in the fringe areas of the City that have seen residential or commercial/industrial development over the past decade. The continuation of high quality development in and around these areas is critical to sustaining the positive trend.

#### *Strategies:*

- Promote detailed land use planning that seeks to minimize conflict between differing land uses and to protect the existing land use patterns.
- Prepare and implement design standards to create high quality built environments.

- Promote quality development that is an efficient use of resources.
- Promote innovative design and development that differentiates development in Junction City from that in the surrounding region.
- Proactive code enforcement to protect the physical and visual quality of the area.
- Foster public/private partnerships for new housing.
- Investigate development incentives packages, including property tax abatements, to boost the City's residential lot inventory and new housing starts.

#### *Preservation Areas*

The areas within Junction City and Geary County that are designated as "preservation areas" exhibit specific development patterns and characteristics. Typically these areas are well maintained with little or no vacant or undeveloped land. These areas are ordinarily physically sound and economically viable. Typically preservation and stabilization areas do not need major redevelopment efforts, rather they need minor rehabilitation and maintenance services. Examples of preservation areas are prevalent throughout Junction City and can be identified by their quality housing stock and in some cases by their historic character. Areas that fit this description need to be enhanced and protected from physical and fiscal decline.

#### *Strategies:*

- Promote detailed land use planning that seeks to minimize conflict between differing land uses and to protect the existing land use patterns.
- Implement design standards to ensure the uniqueness of an area by protecting the existing character and promoting quality development.
- Promote proactive code enforcement to protect the physical and visual quality of the area.
- Continue to upgrade maintenance of public facilities and amenities, such as streets and parks to preserve the quality appearance and character of the area.
- Retain and physically maintain neighborhood institutional elements and public places (schools, churches, parks, etc.).

### Stabilization Areas

Areas within Junction City that are exhibiting a decline in their physical and economic characteristics are classified as stabilization areas. The primary concern in these areas is to reduce further deterioration. Policies should be put in place to stabilize these areas, enhance the attractiveness of the area, seize market and development opportunities, and promote quality maintenance and redevelopment. These areas are beginning to see vacant land and structures and a decline in the general appearance of the area. The primary goal of these areas is to attract private development back to the area. This is typically achieved by some public investment through maintenance oriented programs and resources. It is the intent of this plan that pride in these areas can be energized in an effort to move toward creating preservation areas. Private investment is necessary and could be encouraged and expedited within stabilization areas by targeting appropriate actions and resources.

### Strategies:

- Improve the full range of community services, including police and fire protection, and public area and infrastructure maintenance and improvement.
- Prepare design standards to ensure quality infill development for commercial and residential properties, as well as public areas.
- Make greater investments in strategic capital improvements such as streets, sidewalks, streetscape, and public spaces to enhance the appearance of the area.
- Target public financial incentives to encourage improvements.
- Step-up code enforcement to repair and/or enhance deteriorated or vacant properties.

### Re-establishment Areas

Areas that exhibit severe deterioration and prolonged neglect evidenced by damaged foundations, deteriorated roofs, an abundance of vacant lots, and general structural damage are classified as re-establishment areas. This classification denotes the area's lack sufficient physical fabric and social organization for revitalization or stabilization. The area should be re-established as a vital part of the City. These areas are typically in the process of deteriorating to less desirable conditions over a long period of time. The primary

City of Junction City and Geary County  
Comprehensive Plan Update

**JUNCTION CITY  
GROWTH AND INFILL MAP**



Figure 2-4: Growth and Infill Map

goal for these areas is to attract private reinvestment to assist in re-establishing the built environment and social organization that has deteriorated. In many instances wholesale redevelopment of areas is needed. In addition to physical redevelopment of the area, social, educational, and economic rehabilitation services for the inhabitants may be needed.

*Strategies:*

- Provide City/County assistance in the acquisition and preparation of land for redevelopment.
- Establish targeted programs that promote property revitalization and major repair, such as low interest loan funds.
- Target incentives for redevelopment.
- Establish a progressive code enforcement policy that does not place an undue hardship on remaining property owners and residents.
- Target social programs such as education, job training, community outreach, counseling, and health services.
- Focus efforts on the use of residential incentives such as property tax abatement to promote redevelopment and preservation of housing stock.

*New Growth Areas*

New Growth Areas are developing areas that exist near the City limits or those areas that have the potential to become developed as part of the City of Junction City due to the potential service area of water and sewer utilities provided by the City. These are areas that can accommodate the anticipated new growth of the City. These areas are characterized by the market growth pattern, the provision of service infrastructure including water and sewer, and are accessible by the existing transportation network or by planned service and facility extensions and expansions. Voluntary annexations and orderly growth should be aggressively pursued toward the expansion of the corporate boundaries of the City to include areas served or to be served by the City. The City of Junction City must establish a dual approach to future growth and development. The City must focus on not only the internal physical and social issues but also on the new growth markets in the region.



*Strategies:*

- Continue to pursue opportunities to expand its physical boundaries to accomplish the vision of the comprehensive plan.
- Target and phase in growth and new development in a contiguous and logical manner to create efficiencies in the use of existing resources.
- Phase in service infrastructure, including water, sewer, and roads, in a contiguous, efficient manner to accommodate and promote new development within and around Junction City.
- Create specific area plans to promote quality growth and development on the periphery of Junction City and Geary County and in future annexation areas.
- Annex and promote the development of the areas served by the US 77, US 57 and Highway 18.

*Urban Reserve Areas*

Adjacent to New Growth areas are areas of potential future urbanization. These are areas that could see urban development levels with contiguous, cost effective, and efficient extensions of infrastructure and services by Junction City or other cities in the County. Until a phased pattern of urban development reaches these areas, only rural scale development should take place in Urban Reserve areas.

*Strategies:*

- Monitor and plan for phased long term growth into the Urban Reserve areas.
- Continue dialogue between Junction City and Geary County to determine logical expansion patterns and service areas to ensure effective and efficient delivery of services.
- Develop regulatory policies to minimize small parcel development prior to incorporation of these areas.

Encourage large lot or cluster development in areas on the outer periphery of the Urban Reserve that will not be developed to urban standards for several decades.

*Agriculture/Prairie Areas*

Areas of Geary County where development is not anticipated are established as Agriculture/Prairie Areas. These areas are intended to protect the natural beauty and native prairie that exist throughout Geary County. Within these areas

development should be discouraged except for a home or other structures that are associated with a farm or other agricultural uses. The future growth and development of Junction City and the other municipalities will cause future changes in the boundaries of the Agriculture/Prairie Area; however, not during the life of this plan.

*Strategies:*

- Enact land use policies and standards that discourage development and protect the natural environment, native prairies, and agricultural land.
- Restrict the extension of urban services to the area to deter urban and suburban development patterns.
- Along primary roadways encourage the consolidation of services around major intersection to not encroach on the rural environment of the County.

## **II.5 DEVELOPMENT**

### **II.5.1 PATTERNS**

Junction City and Geary County are made up of a variety of unique natural and built environments. Urban and suburban, development patterns exist within Junction City and suburban and rural exist within Geary County. The combination of the city and county environments provides an inclusive development environment around an urban center. The recognized diversity of choices and experiences should be maintained as a strength and encouraged as growth occurs.

A key method for maintaining and encouraging this strength includes the recognition and definition of three different development zones in appropriate locations within Junction City and Geary County. The Development Zone Map (Figure 2-1) generally locates Urban, Suburban, and Rural zones based on existing development patterns (i.e. street layouts, densities, and natural features) and the potential for development in currently undeveloped or underdeveloped areas. The definitions and criteria outlined below are meant to be guidelines that can be applied to all types of development including residential, commercial, industrial, and mixed-use. The implementation of these guidelines will ensure that a variety of natural and built environments continues to be part of Junction City and Geary County in the future.

***Development Zone Goal:*** Creation and reinforcement of unique environments utilizing the variety of characters (urban, suburban, and rural) found in Junction City.

***Urban Development Zone***

The Urban Development Zone represents the older higher density areas of Junction City where infill and redevelopment are appropriate. Infill and redevelopment should be in forms and densities similar to existing urban development types and densities within these areas.

- Development in the Urban Development Zone is based on traditional neighborhood/urban development standards.
  - Residential densities with a maximum lot area of 6,000 square feet.
  - Traditional grid road system with the traditional hierarchy of streets (local, collector, arterial) and historic urban development standards in the right-of-way (curb and gutter, continuous sidewalks, narrow road width, on-street parking, potential alleys).
  - Building envelopes that are consistent with the established surrounding character for site design, setbacks, heights, mass/bulk of buildings for infill development.
  - New development should be consistent with established design and development standards for urban areas in Junction City prepared in this plan.
- Unique residential opportunities exist and should be encouraged in the Urban Zone as part of the mixing of uses within individual buildings and sites – higher density residential including lofts, and upper level apartments/condominiums.

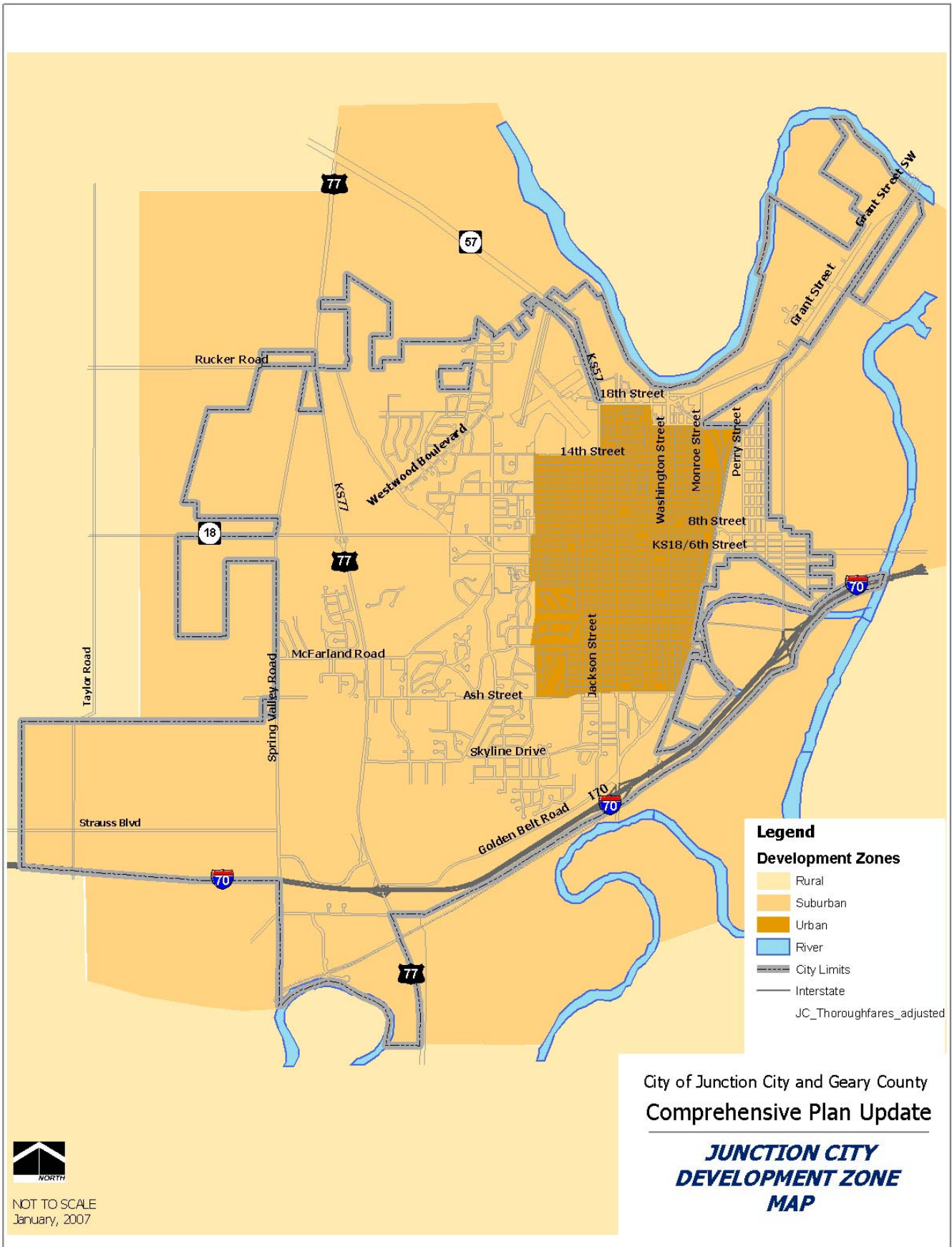


Figure 2-5: Development Zone Map

### Suburban Development Zone

Development in the Suburban Development Zone should be consistent with contemporary development practices that are sensitive to existing environmental characteristics of the location.

- Suburban development will occur in areas that currently have adjacent access to or are planned to receive urban level services (sewer, water, electricity, and roads) as delineated in the capital improvements program.
- The type of residential development that occurs in these areas may include single family, duplex, town home, or garden style apartments. This development is based on several contemporary design and development practices.
  - Residential densities with a minimum of 9,000 square feet per lot for single family, a minimum of 3,600 square feet per unit for duplex and triplex, and 1,500 square feet per unit for multifamily.
  - Higher density housing types are generally located as buffering to commercial or other areas of intense land use in a step down manner.
  - Adjacent neighborhoods are connected via roadway and pedestrian circulation systems.
  - Neighborhoods and adjacent commercial areas are connected via pedestrian circulation systems.
  - Significant drainage routes, wetlands, vegetative stands, and slopes are integrated into the development as valuable inherent resources to create unique neighborhoods. These areas are “no build” or “sensitive build” zones serving as natural or public areas, or unique building opportunities.
  - Development follows standards that are sensitive to the aesthetic, visual, and functional qualities of the

topography and vegetative patterns associated with the native prairie and agricultural lands.

- Residential development at Urban Development Zone densities is appropriate in the Suburban Zone areas when included in a mixed-use center and infrastructure to serve such density is available.
- Cluster or “Conservation by Design” residential development standards may also be appropriate for Suburban Zone development based on environmental and infrastructure availability factors.

#### Rural Development Zone

Development in the Rural Development Zone is not provided nor planned to receive urban level utility and street services.

- Rural residential development may occur in three forms – agriculture/prairie based (80 + acres/per unit), agriculturally based (40 + acres/per unit), rural residential lots (10 + acres/per unit), and cluster or “conservation” subdivisions (1 + acres/per unit – based on capability for the provision of on-site water/septic).

To encourage cluster or “conservation by design” standards (i.e. adjacent to suburban development with easy access to urban level services, meeting/exceeding certain design standards, etc) rural development, under certain circumstances, may be eligible for density bonuses.

#### *II.5.2 BUILDING BLOCKS*

To implement the development goals defined in **Chapter 1: Junction City/Geary County Vision**, design criteria have been established. The design criteria have been organized by the different building blocks identified: neighborhoods, centers, corridors, and districts. While most of the criteria apply to Junction City, they should also be used as the County develops to ensure appropriate sustainable development patterns.

#### *II.5.2.a Neighborhoods*

Neighborhoods are predominately residential geographical locations of the City that are highly identifiable. They are often physically defined by boundaries at a Center or a Corridor, and represent development patterns that occur between Centers, Corridors, and Districts. It is essential that Neighborhoods remain connected to adjacent Centers and Corridors by frequent secondary connections.

These connections should be designed to encourage pedestrian traffic, discourage use by those who do not have a destination within the Neighborhood, and disperse neighborhood traffic on a number of different alternative routes. This ensures that all elements of the community – Neighborhoods, Centers, Corridors, and Districts – blend together through smooth transitions.

Neighborhoods should function as the basic component of daily life in Junction City. Neighborhoods should be diverse, supplying a variety of dwelling types and design forms to encourage neighborhood activity throughout the day – increasing neighborhood vitality and safety whether in an urban, suburban, or rural setting. Neighborhoods should generally be no larger than ½ mile wide without an intervening Corridor. This will ensure walkable Neighborhoods accessible by a 5 to 10 minute walk from supporting Corridors.

#### *Neighborhood Design Principles*

##### *Public Rights-of-way*

Rights-of-way should be organized to form a series of blocks and connections throughout the Neighborhood.

- Sidewalks should be separated from the street edge by a landscaped planting strip within the right-of-way. Where buildings are constructed to the right-of-way expanded sidewalks or tree wells may abut the street edge in place of a planting strip.
- Streets should be connected. Cul-de-sacs or dead end streets should be avoided, except for where topographic constraints or important natural features make connections impractical. However, local streets should discourage through traffic either through narrow cross sections, off-set or “T” intersections, or other traffic-calming devices.

- Collector streets should provide continuous routes to Corridors or between adjacent Neighborhoods.

#### Buildings

- Buildings should maintain a consistent or similar setback along facing sides of a single block.
- Intensity or density of uses may be mixed within a Neighborhood, with more intense sites and greater density located adjacent to Centers or Corridors.
- Buildings of different sizes should use pedestrian-oriented architectural features, such as single-story entrance features or porches, to create a similar scale throughout the Neighborhood. However, immediately adjacent buildings should have a similar mass.
- Land uses within the Neighborhood should generally be similar or complementary. However, near Centers and along Corridors a mix of uses could be appropriate. Where different uses or different intensity of uses are provided, compatibility should be ensured by maintaining a similar building and site design character within the Neighborhood.

#### Site Access and Circulation

- Individual site access for vehicles in Neighborhoods may be provided by private or shared drives or alleys, depending on the site conditions.
- Direct pedestrian connections from the public right-of-way to building entrances should be provided on all sites.
- Off-street vehicle parking should be located and designed to provide the least intrusive visual impact on the public rights-of-way.

#### Public or Open Spaces

- Public or open space should be concentrated and located within walking distance of most Neighborhood land uses.
- Sensitive natural areas or prominent topographic features should be incorporated into public or open space plans.
- Active public or open spaces (i.e. playgrounds or plazas) should be located in prominent areas of the Neighborhood with high visibility from adjacent land uses.



- Public or open spaces should be linked to areas outside the Neighborhood through sidewalks or joint-use trails.

#### Transitions

- All Neighborhoods should have well defined edges and a concentrated focal point. Edges may often be a corridor (natural or developed) or open space, and focal points may often be an adjacent center or a significant civic use or landmark (i.e. a park, school, church, or community center).
- Suitable transitions should be provided from the center to the edge of the Neighborhood and between Neighborhoods and adjacent Corridors or Centers.
- Entrances to Neighborhoods should be clearly demarcated with entrance markers. The markers should be of a monument type that clearly identify the Neighborhood.

#### *II.5.2.b Centers*

Traditionally, planning and zoning efforts have sought to separate land uses in order to minimize the impacts of intense development or use (i.e. commercial impacts on residential neighborhoods). Many of these impacts have been mitigated through design solutions, changes in technology, and a desire to return communities to vibrant mixed-use places. For Junction City and Geary County, three different types of mixed-use centers are proposed: neighborhood, community, and regional.

Each of the centers is focused on a different level of commercial service provision and different criteria exist for each type of center. To strengthen existing centers and ensure the success of new centers, the following criteria should be followed.

To ensure this practice, the International Council for Shopping Center (ICSC) standards shall be used as a guideline. ICSC recommends that the establishment of a commercial development pattern be based on the sequential actions of reinforcing existing centers with strong market characteristics, redeveloping commercial centers and strip commercial areas with weak market characteristics, and identifying and

developing new centers in new market trade areas as Junction City and Geary County grow.

The criteria contained herein can apply whether a commercial, office, or institutional use is part of a center or a stand alone site along a corridor or other location.

### *Regional Centers*

Based on the ICSC definition, two centers exist – Downtown and the Chestnut Street commercial district. Note that because of the unique character of Downtown it is discussed in further detail as a district.

Within these centers, residents and visitors will find retail shopping, restaurants, employment, and entertainment. A Regional Center can draw people from a market trade area of equivalent to several hours driving distance and be 100 or more acres of land with 800,000 or more square feet of floor space.

### Development Criteria

- Commercial, office, and residential uses should be accommodated in a single development.
- A comprehensive parking plan for Regional Centers should be established.
- A comprehensive design scheme for future development and redevelopment should be created (i.e. design guidelines).
- Alternative modes of transportation should be accommodated (transit, bicycle, pedestrians, etc.).
- Parking should be given secondary site design consideration to the building.
- Interior connections should be established between uses.
- Parks and open space should be incorporated on-site.
- Larger institutional uses, such as hospitals, are appropriate.

### Location Criteria

- Regional Centers should be located a minimum of 5 or more miles apart unless there is a specific unique quality

or use associated with the location (downtown, a natural feature, etc.) and should be based on an average density of 641 residential units per square mile and an average household size of 2.5 persons.

- Regional Centers may be located within the market trade area of Neighborhood and Community Centers but not within the market trade area of another Regional Center unless a unique use, market niche, or quality exists, such as the form of Downtown.
- Preferred locations are at the intersection of two highways, a highway and interstate, or two interstates.

#### Appropriate Uses

- Office buildings with more than 100,000 square feet
- Restaurants
- Retail stores of all sizes
- Department stores
- Motels/Hotels
- Public and private courtyards, parks, and open space
- High density residential
- Large scale institutional

#### *Community Centers*

A Community Center is a general merchandise and convenience destination for residents Citywide. It includes a wide range of commercial uses, such as big box retail, strip centers, fast food restaurants, and office space.

Community Centers should serve a 2 to 3+ mile service radius. These centers must be controlled in terms of approved uses and size of overall development to ensure that the center complements, not competes, with Downtown, Regional, or Neighborhood Centers with overlapping market areas.

A Community Center should include 100,000 to 350,000 square feet of gross floor area on a total of 10 to 40 acres. Community Centers are appropriate at the intersection of major highways/arterials where existing or proposed infrastructure is or will be available to support anticipated

traffic, water, and sewage usage. A Community Center may incorporate a commercial corridor in existing areas but should not encourage new strip development in newer areas.

#### Development Criteria

- Commercial development must be compatible with adjacent land uses, appropriate to traffic flow pattern and access, and supported by existing or planned infrastructure.
- Development should have an internal parking and circulation system.
- Site design should be pedestrian oriented both among uses and between uses and neighborhoods.
- New development should be directed into a planned Commercial Center.
- Ensure that the highest quality of design and materials is used for all development to encourage long-term commitment to a location.
- Create a comprehensive design scheme for future development and redevelopment.

#### Location Criteria

- Community Centers should be located 4 to 6 miles apart, and should be based on an average density of 641 residential units per square mile and an average household size of 2.5 persons.
- Community Centers may be closer together in areas with greater residential density.
- Community Centers may be located within the market trade area of Neighborhood and Regional Centers but not within the market trade area of another Community Center (overlapping of the market trade area of two or more Community Centers is not desirable unless residential densities warrant such development).
- Preferred locations are at the intersection of two arterial streets, an arterial and a highway, or two highways.
- It is preferred that the Community Center be located on one corner of the intersection and that the commercial frontage of the center along any roadway not exceed

1,320 ft., or ¼ of a mile. If the center is located on two or more corners the maximum frontage is 660 feet per corner in any direction. This generally represents a five-minute walking distance.

#### Appropriate Uses

- Retail businesses with greater than 40,000 square feet
- Shopping center/strip mall with greater than 70,000 square feet
- Restaurants, fast food, and dine-in
- Auto sales and repair services
- Motels/Hotels
- Higher density multifamily residential
- Automobile oriented services (fast food, gas stations, car wash, etc.)
- Institutional uses (churches, schools, branch libraries, etc.)

#### *Neighborhood Centers*

A Neighborhood Center is a mix of uses or a small commercial/retail development with locally focused businesses supporting the adjacent neighborhood(s).

Neighborhood Centers are intended to provide convenience goods and personal services within an approximately 1 to 1½ mile service area radius. These centers should be dispersed throughout Junction City and Geary County so that there is no overlap in service area radii and to allow each of the Centers to function without market saturation due to competition from other Neighborhood Centers.

These centers are small and focused on providing neighborhood-level services, for example: grocery store, personal services (dry cleaning, beauty salon, bank), coffee shop, and gas station. These convenience uses can be provided in a building area of 60,000 to 180,000 square feet on approximately 8 to 18 acres. Such Neighborhood Centers should be located adjacent to the intersection of arterial and collector streets.

#### Development Criteria

- Promote the inclusion of amenities such as public focal points/spaces.
- Ensure that Neighborhood Centers have identifiable centers and edges; protect existing and developing neighborhoods from intrusion of incompatible land uses.
- Ensure that the scale and style of development is compatible with that of the surrounding neighborhood.
- Provide internal circulation and parking system for the entire development.
- Ensure ease of pedestrian accessibility and circulation.
- Encourage connections of streets, sidewalks, and other modes of transportation.
- Provide space for multiple tenants and uses in nonresidential buildings.
- Ensure that the highest quality of design and materials is used for all development.

#### Location Criteria

- Neighborhood Centers should be located 2 to 3 miles apart, based on an average density of 641 residential units per square mile and an average household size of 2.5 persons.
- Neighborhood Centers may be closer together in areas with greater residential density.
- Neighborhood Centers can be located within the market trade area of Community and Regional Centers but not within the market trade area of another Neighborhood Center (overlapping of Neighborhood Center trade areas is not desirable).
- Preferred locations are at the intersections of two arterials, an arterial and a collector, or two collectors for all future centers.
- It is preferred that the Neighborhood Center be located on one corner of the intersection and that the commercial frontage of the center, along any roadway, not exceed 880ft. If the center is located on two or more corners the maximum frontage is 440 feet per corner in any direction.

#### Appropriate Uses

- Park or public space
- Recreation facility
- Neighborhood schools
- Day Care (children or adult)
- Religious institutions
- Small professional offices and clinics
- Neighborhood market
- Local retail and personal services
- Multifamily residential
- Single family residential

#### *II.5.2.c Corridors*

A Corridor is a linear land area, unified by a central physical element. Typically, this physical element creates a travel pattern used by citizens thus creating the perception of continuity along the length of the corridor. Although we most often think of Corridors as part of a road system for cars, Corridors may include rail or transit routes, pedestrian-oriented streets, paths, trails or bicycle facilities, or natural systems such as streams or floodplains.

Because Corridors are largely used for travel - whether by motor vehicle, bicycle, or foot - they often function as one continuous unit, despite the fact that one area of the corridor can be quite remote from another area. Similarly, areas immediately adjacent to a Corridor may function quite differently than the Corridor itself. In essence, Corridors function as the connectors to the other elements of a city - they connect Neighborhoods, Centers, Districts, and other Corridors.

#### *Corridor Design Principles*

##### Public Rights-of-way

- Predominant travel patterns are linear along the length of a Corridor. However, side streets should provide frequent access points to the Corridor. Cross-corridor travel

patterns may be less frequent – typically concentrated at critical points along the Corridor.

- Sidewalks should be separated from the street edge by a landscaped planting strip.
- Streetscaping should be located to provide a definable edge to the street.
- Pedestrian crossings of the Corridor should be concentrated at strategic locations along the Corridor. Intersection treatments that shorten pedestrian crossing treatments or provide pedestrian refuge are encouraged.

#### Buildings

- Buildings should provide a stronger sense of physical definition along corridors. Buildings should provide a consistent front building line along the length of the corridor. The building line may be brought closer to the right-of-way provided sufficient space remains for green space, streetscape improvements, and improved pedestrian amenities – particularly at key corridor intersections.
- Avoid long expanses of blank building facades without architectural relief. Architectural relief typically consists of a combination of windows or storefronts, primary entrances, and structural or decorative deviations along long wall or roof planes.
- Any areas between buildings and the right-of-way should be designed and landscaped consistently along the length of the Corridor. This is most often accomplished with similar landscape treatments, which can occasionally be complemented by small decorative walls or fences.

#### Site Access and Circulation

- Where possible, vehicular access to sites should be concentrated along the Corridor. This minimizes curb cuts and provides a more consistent setting for pedestrians. Shared mid-block access points or site access from side streets is encouraged along Corridors.
- Parking behind buildings is encouraged. Where parking must be located to the side of buildings or where it must be in front of buildings, the side of buildings is the



preferred location. All parking should be screened from the public right-of-way by a landscape edge or a small decorative fence or wall. Buildings should remain oriented towards the Corridor in all cases.

- Shared parking and internal circulation/connections should be encouraged between adjacent uses.

#### Public or Open Spaces

- Stream and floodplain corridors should be maintained in their natural state and serve natural functions. However, opportunities to provide recreation or alternative transportation routes should be incorporated into development patterns.
- Public or open spaces should generally support the linear function of a Corridor, such as trails and greenways. However, smaller “pocket parks” or plazas and trailheads may be appropriate, particularly at strategic cross-corridor connections, intersections, or at major building/development entrances.

#### Transitions

- Corridors may support a variety of land uses along their length – including residential, commercial, institutional, or industrial uses along a single corridor. Similar or compatible uses should be located on facing sides of the corridor.
- Design standards for street cross sections (street widths, landscape medians or planting strips, and sidewalk) should transition according to the adjacent land use. For example, planting strips or medians can expand to provide a buffer for residential uses but those areas can be used for expanded side walks, street amenities, or on-street parking in non-residential areas.
- Where there is a difference in intensity between uses along a Corridor and uses in adjacent Neighborhoods or Districts, suitable transitions should be developed to minimize potentially negative impacts of the more intense uses.
- Where Corridors are interrupted by Centers or intersect with Neighborhoods or Districts, gateway features should be used to signify entry into these areas. Gateway

features should be coordinated with the change in design of the street cross sections. Small monument markers or special landscape treatments may serve as gateways.

#### *II.5.2.d Districts*

Districts are a type of “neighborhood” with a predominate purpose other than residential. Districts often involve a concentration or mixture of intense uses that integrate compatibly or efficiently into Corridors, Centers, or Neighborhoods, yet in this concentrated format create highly identifiable places because of the unique character or function that exists. For example, industrial uses or office parks and campuses are often isolated from the community due to their impacts on adjacent uses. However a District designed according to unified design principles supporting the primary function can provide public and private efficiency benefiting the community as a whole.

The industrial areas at I-70/US 77 and east of downtown Junction City are good examples of districts. The airport and adjacent industrial land is another example of an industrial/employment district. Unique to Geary County and this region, Fort Riley could be considered a district because of the specific activities that take place there. Similarly, Downtown which serves as a regional urban destination for many uses and users could be considered a district. As these districts continue to develop and redevelop, that development should be encouraged to implement the design elements that have been outlined in this section.

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## ***Chapter III: The Future***

Implementation is the process of putting the comprehensive plan into action. Implementation is not the culmination of the planning process; rather it is part of the continual planning cycle of input, analysis, evaluation, plan development, and action. The comprehensive plan is a long-range plan; therefore implementation is incremental and cumulative. Implementation occasionally involves a large-scale project, however more frequently it involves small projects and the day-to-day decision making of stakeholders.

Putting the plan into action occurs through private and public decisions, investments, and improvements. Partnerships that can leverage resources, organize citizens, and create a positive environment for change are often created to serve as community catalysts to accomplish recommendations in a comprehensive plan.

The many partners involved in all aspects of plan implementation, the tools available to implement the plan, and specific strategies matching the strategy with a primary implementation partner and implementation tools are provided in this chapter.

### **III.1 IMPLEMENTATION MATRIX**

The decisions that put the plan into action come from a variety of sources – both public and private – and from a variety of perspectives – regulatory, fiscal, and strategic. The following strategies are intended to guide the City's and County's implementation of the 2005 Junction City/Geary County Comprehensive Plan in pursuit of the vision.

The strategies detailed in this section are the direct result of the goals and objectives identified previously in this plan. As such, they are organized into the five major goal categories of the plan: **Community, Economic Development, People, Transportation/Accessibility, and Fort Riley.**

Specific strategies are provided for each category within a responsibility and phasing plan. There are three suggested phases: Short Term (0-2 years), Medium Term (2-5 years) and Long Term (5+ years). For those strategies that should become everyday policies or practices of the City and County and others, an "on-going" category has been established. The primary responsibility for each particular strategy is indicated by the following code:

- (JC/GC) Junction City and/or Geary County
- (E/AO) Elected and appointed officials in Junction City and/or Geary County including the City/County Commission and Metropolitan Planning Commission
- (C/N) Citizens, citizen task forces, and/or neighborhoods in Junction City and Geary County
- (D/LO) Developers and land owners in Junction City/Geary County
- (ED/CC) JC/GC Economic Development Commission and/or Junction City Area Chamber of Commerce, Kansas Department of Commerce and/or individual business and industry,

- (EDU) Educational Institutions such as USD #475  
Kansas State University, Cloud County  
Community College, the Junction City Work  
Force Center, etc.
- (M/FR) Military Affairs Council/Fort Riley
- (CVB) Geary County Convention and Visitors  
Bureau

The organization of the strategies into implementation time frames suggests that some strategies are more important than others. This is an intended consequence of the matrix in that Junction City/Geary County needs to prioritize future actions in a strategic manner. To adequately address those priorities, certain strategies and policies need to be implemented immediately.

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IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
<b>General</b>						
➤ Develop and adopt new development codes as implementation tools for accomplishing the land use and development vision of the Comprehensive Plan.	JC/GC, E/AO		x			
➤ Implement a monitoring system for tracking growth and development decisions on a “real time basis” and assessing if the City is pursuing the goals of the Comprehensive Plan or not.	JC/GC	✓	x			
➤ Establish an annual Long-Range Planning meeting to review the results of the monitoring system and determine if minor updates and changes need to be made to the plan based on actions taken, changes in trends, and decisions that seem to move away from the desired plan direction.	JC/GC, E/AO	✓	x			
➤ Link annual comprehensive planning to the Capital Improvement Program to ensure logical implementation of the Comprehensive Plan through a variety of practices and processes.	JC/GC, E/AO	✓	x			
➤ Conduct annual reviews of the comprehensive plan for relevancy and effectiveness.	JC/GC, E/AO	✓	x			
➤ Conduct a complete comprehensive plan and development regulation updates every 5 years to ensure compatibility with the vision for the City.	JC/GC, E/AO			x		
➤ Develop a program for conducting and creating specific neighborhood, district, corridor, and center plans that include the public in the planning process and results in plans that are adopted as elements of the Comprehensive Plan.	JC/GC, C/N			x		



IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
➤ Evaluate the use and effectiveness of existing development tools and strategically apply such tools to areas that can benefit most using the Growth and Infill Strategy outlined in the Comprehensive Plan.	JC/GC		x			
➤ Pursue the annexation of developable land outside the existing City limits where logical extensions of infrastructure systems can occur in the future.	JC/GC, E/AO	✓	x			
➤ Create and adopt development design guidelines based on the <i>Development Building Blocks</i> section of Chapter II.	JC/GC, E/AO		x			
➤ Consider all modes of transportation, including pedestrian and transit modes, when making land use and development decisions.	JC/GC, D/LO	✓	x			
➤ Encourage multi-modal connections, specifically pedestrian and bicycle, between neighborhoods and centers.	JC/GC, C/N, D/LO, ED/CC	✓	x			
➤ Encourage uniqueness in each of Junction City's neighborhoods.	JC/GC, C/N, D/LO, ED/CC	✓	x			
<b>COMMUNITY:</b> Continue the momentum of a prosperous and growing community by proactively addressing infrastructure, sustainable development patterns, policy regulations, housing needs, and natural resources issues.						
<i><b>Goal: Provide a service infrastructure network that adequately serves the population of Junction City and Geary County and has the capacity and ability to accommodate future growth.</b></i>						
➤ Create a utility infrastructure master plan illustrating existing and <i>planned</i> water, sewer, electric lines and rights-of-way	JC/GC, C/N, ED/CC, D/LO		x			
➤ Plan for utility line and street extensions in anticipated growth areas to reinforcing the direction of future growth	JC/GC, C/N, ED/CC, D/LO		x			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
➤ Prepare annual updates to the capital improvements plan to address growth and development and fund infrastructure extensions	JC/GC, E/AO, C/N, ED/CC, D/LO	✓	✗			
➤ Encourage the use of advanced technologies in infrastructure and infrastructure facilities (i.e. fiber optics and conduit)	JC/GC, C/N, ED/CC, D/LO	✓	✗			
<b>Goal: Provide a physical infrastructure system (streets and sidewalks) that connects the community, services, and neighborhoods.</b>						
➤ Develop a master pedestrian and bicycle plan for Junction City and Geary County	JC/GC, E/AO, C/N, ED/CC, D/LO		✗			
• Provide sidewalks in existing neighborhoods that currently lack them	JC/GC, C/N, D/LO		✗			
• Require the inclusion of sidewalks into all proposed residential subdivisions	JC/GC	✓	✗			
➤ Create a hierarchy of streets that promotes multiple modes of movement through our Junction City and Geary County	JC/GC, D/LO	✓	✗			
• Establish street designs that includes the pedestrian and bicycle facilities at all levels of streets	JC/GC, C/N, D/LO		✗			
➤ Encourage connections between development that make the neighborhoods, centers, and community accessible	JC/GC, E/AO, C/N, D/LO	✓	✗			
<b>Goal: Contiguous, efficient growth and development of Junction City and the established communities in Geary County.</b>						
➤ Discourage "leap-frog" style development patterns through restriction of utility and service infrastructure to land adjacent to existing city limits	JC/GC, E/AO	✓	✗			
➤ Encourage a grid street network for proposed subdivisions and planned areas that promotes a connected development pattern	JC/GC, E/AO	✓	✗			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
➤ Require collector streets to be located between quarter-section arterial roadways	JC/GC, E/AO	✓	✗			
<b>Goal: Infill development that supports and enhances established neighborhoods.</b>						
➤ Encourage in-fill development within the existing city limits of Junction City and other established communities	JC/GC, C/N, D/LO	✓	✗			
➤ Encourage residential infill in existing neighborhoods through the use of development incentives and process streamlining	JC/GC, C/N, D/LO		✗			
<b>Goal: Housing choices and opportunities to accommodate growth in Junction City, the established communities, and in Geary County.</b>						
➤ Reform local development process so it is clear, concise, and easy-to-follow	JC/GC, E/AO		✗			
➤ Encourage various forms of housing types, densities, and patterns including rural, suburban and urban as well as single family and multifamily and rental and ownership opportunities	JC/GC, C/N, D/LO	✓	✗			
➤ Encourage residential development around Milford reservoir that is respectful of the natural features and takes advantage of the amenity that is the lake	JC/GC, C/N, D/LO	✓		✗		
<b>Goal: Provision of goods and services on a regional, community, and neighborhood scale.</b>						
➤ Create a hierarchy for commercial/mixed-use centers	JC/GC, E/AO		✗			
➤ Promote a regional center at I-70 and Chestnut intersection, attracting regional conventions, hotels, and national retail and restaurant chains	JC/GC, ED/CC, D/LO/CVB	✓	✗			
➤ Designate Downtown Junction City as a unique, <i>urban</i> mixed-use center that is the heart of Junction City and encourages living, working, and recreational opportunities	JC/GC, E/AO, ED/CC, D/LO		✗			
➤ Designate four Mixed-Use Community Centers that are market based, providing services for Junction City	JC/GC, E/AO		✗			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
➤ Designate four Mixed-Use Neighborhood Centers in Junction City, servicing the adjacent neighborhoods and potentially incorporating niche uses	JC/GC, E/AO		x			
➤ Plan for community and neighborhood centers in designated growth areas	JC/GC	✓	x			
<b>Goal: Redevelopment of downtown Junction City as a historic, regional, mixed-use destination.</b>						
➤ Develop a downtown taskforce comprised of local merchants, Economic Development Commission, and Convention and Visitor's Bureau to address development and redevelopment issues	JC/GC, ED/CC/CVB		x			
➤ Promote downtown as "weekend retreat" within the region	JC/GC, C/N, ED/CC/CVB	✓	x			
➤ Encourage adaptive reuse of significant buildings within downtown to maintain and enhance the historic designation	JC/GC, ED/CC	✓	x			
➤ Adopt a downtown mixed-use zoning category that requires redevelopment that respects the existing historic character and existing urban format of development	JC/GC, E/AO		x			
• Encourage redevelopment, in an urban style, within downtown through the use of incentives and a streamlined approval process	JC/GC	✓	x			
<b>Goal: A parks, recreation and trails systems that connects and serves the neighborhoods and Junction City, Fort Riley, and Geary County.</b>						
➤ Create a parks and trails master plan based on input from Junction City, Fort Riley, and Geary County representatives	JC/GC, E/AO, C/N, D/LO		x			
• Identify primary access points along the Republican and Smokey Hill Rivers to activate the rivers with recreational activities	JC/GC, M/FR/CVB			x		
➤ Establish a regional recreational youth sports complex to be located north of U.S. Hwy 40 and west of Smokey Hill River	JC/GC, E/AO, D/LO			x		

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
<b><i>Goal: Protect the beauty of the scenic, native prairie, and agricultural lands within Geary County.</i></b>						
➤ Establish preservation regulations for rural and natural lands	JC/GC, E/AO		x			
➤ Minimize signage, such as billboards and pole signs, along Interstate 70 and other major roadways located in Geary County	JC/GC	✓	x			
<b><i>Goal: Enhance the appearance and cleanliness of Junction City and Geary County.</i></b>						
➤ Establish markers and enhanced landscaping at key gateways into Junction City, centers, and neighborhoods	JC/GC, C/N, ED/CC/CVB		x			
➤ Enforce existing codes and ordinances	JC/GC, E/AO	✓	x			
➤ Create programs and/or incentives for local businesses and property owners to maintain and improve their property	JC/GC, ED/CC		x			
<b><i>Goal: Manage growth and development to be complementary to the mission and necessities of Fort Riley and the needs and desires of Junction City and the surrounding communities.</i></b>						
➤ Continue to provide housing that accommodates the needs of the military within the growth and development policies outlined in this plan	JC/GC, C/N, ED/CC	✓	x			
➤ Continue to provide services within Junction City that are necessary for military personnel and their dependants within the growth and development policies outlined in this plan	JC/GC, E/AO, ED/CC	✓	x			
<b><u>ECONOMIC DEVELOPMENT:</u></b> Maintain and expand the diverse economic environment that has provided stability and growth, and continue to create additional retail opportunities in varying scale and niches.						
<b><i>Goal: Establish Junction City/Geary County as a goods and service center for the I-70 corridor region.</i></b>						
➤ Grow the retail base and recapture countywide sales leakage through expanding the number of retail choices and niches, especially automobiles, electronics, clothing, and sit down restaurants.	JC/ GC, ED/CC	✓		x		

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
<ul style="list-style-type: none"> <li>Establish Junction City/Geary County as a goods and services center for the I-70 Corridor region.</li> </ul>	JC/ GC, ED/CC/CVB	✓		x		
<ul style="list-style-type: none"> <li>Conduct retail market study. Initially target automobile dealerships, electronic stores, clothing, and "sit down" restaurants.</li> </ul>	JC/GC, ED/CC	✓		x		
<ul style="list-style-type: none"> <li>Implement cooperative advertising efforts to better establish position in the regional market.</li> </ul>	ED/CC/CVB	✓		x		
<ul style="list-style-type: none"> <li>Tap into the International Council of Shopping Centers and participate in their business development meetings.</li> </ul>	ED/CC	✓	x			
<b>Goal: Establish downtown as regional specialty retail destination.</b>						
<ul style="list-style-type: none"> <li>Continue to strengthen downtown Junction City through incentives to renovate buildings with a mix of uses, continuing public investment and providing new amenities.</li> </ul>	JC/GC, ED/CC	✓	x			
<ul style="list-style-type: none"> <li>Offer additional incentives including waiving permit and business license fees, relaxing parking requirements and non-safety building code requirements for upper floors.</li> </ul>	JC/GC, ED/CC	✓	x			
<ul style="list-style-type: none"> <li>Conduct a retail market study.</li> </ul>	JC/GC, ED/CC	✓	x			
<ul style="list-style-type: none"> <li>Create a unified marketing campaign to highlight the assets of Downtown and using the completed market study as a foundation.</li> </ul>	ED/CC/CVB	✓		x		
<ul style="list-style-type: none"> <li>Aggressively promote availability of Neighborhood Reinvestment Tax Rebate program.</li> </ul>	JC/GC, ED/CC	✓	x			
<b>Goal: Create an environment in Junction City/Geary County that is advantageous for business and industry and allows them to grow and flourish.</b>						
<ul style="list-style-type: none"> <li>Maintain job expansion levels at double the statewide employment growth rate.</li> </ul>	ED/CC, EDU	✓	x			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
• Conduct employer needs and vacancy survey to identify skill shortages of local workforce.	ED/CC, EDU		x			
• Establish active industry visitation program to ascertain labor recruitment challenges.	EDU	✓	x			
• Create/expand employer internship programs to enhance interest of local youth entering workforce.	EDU	✓	x			
• Prepare and distribute entrepreneur start-up kits.	ED/CC	✓		x		
➤ Expand the local economy through non-residential private investment, especially the attraction of capital intensive businesses to create a stronger tax base.		✓		x		
• Explore funding public/ private partnerships with Manhattan from Kansas Bioscience Authority.	JC/GC, EDU			x		
• Create new local grant fund to serve as a mechanism to support and stimulate new private investment.	JC/C, ED/CC	✓		x		
• Adopt public policy tying infrastructure assistance to level of private investment and new job generation.	JC/GC	✓		x		
➤ Maintain and fund a pro-active business recruitment effort that targets industries compatible with the area workforce.	JC/GC, ED/CC, EDU	✓	x			
• Target recruitment for agricultural industries, warehouse and distribution, health care, and technology based manufacturing.	ED/CC	✓	x			
• Hold focus groups with existing businesses to ascertain their key issues and determine their potential for their growth and what obstacles exist.	ED/CC	✓	x			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
<ul style="list-style-type: none"> <li>Continue annual Workforce Summit annually and continue to actively address workforce issues raised at Summit.</li> </ul>	ED/CC, EDU	✓	x			
<ul style="list-style-type: none"> <li>Expand Geary County Community Hospital.</li> </ul>	JC/GC, ED/CC			x		
<ul style="list-style-type: none"> <li>➤ Expand the inventory of industrial development sites and provide incentives to stimulate existing manufacturing expansions.</li> </ul>	JC/GC, ED/CC	✓	x			
<ul style="list-style-type: none"> <li>Expand industrial land and development opportunities around US 77 and I-70.</li> </ul>	JC/GC	✓	x			
<ul style="list-style-type: none"> <li>Plan, design, and extend infrastructure improvements for new industrial area.</li> </ul>	JC/GC	✓		x		
<ul style="list-style-type: none"> <li>Evaluate feasibility of constructing a spec industrial building.</li> </ul>	ED/CC	✓	x			
<ul style="list-style-type: none"> <li>➤ Establish a business airport at the Manhattan regional airport to attract and accommodate new business.</li> </ul>	JC/GC, ED/CC, EDU	✓		x		
<ul style="list-style-type: none"> <li>Evaluate creating a business incubator to develop small business center north of the airport along K-57.</li> </ul>	ED/CC, EDU	✓		x		
<ul style="list-style-type: none"> <li>Establish regional partnership with Manhattan and Riley County to plan and stimulate increased air activity</li> </ul>	JC/GC	✓		x		
<b>Goal: Provide a knowledgeable and trained workforce to support future growth.</b>						
<ul style="list-style-type: none"> <li>➤ Establish a regional higher education campus to accommodate community college buildings, a KSU extension and uses and facilities for private educational institutions.</li> </ul>	JC/GC, ED/CC, EDU			x		
<ul style="list-style-type: none"> <li>Determine, zone, and acquire site.</li> </ul>	JC/GC, ED/CC, EDU				x	
<ul style="list-style-type: none"> <li>Develop reimbursement or scholarships for community college students enrolled in career training programs.</li> </ul>	ED/CC, EDU	✓		x		



IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
<ul style="list-style-type: none"> <li>Consider creating new public/private education foundation to oversee planning and development of project.</li> </ul>	ED/CC, EDU	✓	✗			
<b>Goal: Create a regional heritage and tourism destination based on the local attractions resources, and history of the area.</b>						
➤ Create a new regional and national attraction tied to the historic and growing importance of Fort Riley and proximity to the Flint Hills.	JC/GC, ED/CC, EDU, M/FR/CVB			✗		
<ul style="list-style-type: none"> <li>Convene tourism summit and establish specific tourism development goals and visitor strategic plan.</li> </ul>	ED/CC, EDU, M/FR/CVB		✗			
<ul style="list-style-type: none"> <li>Inventory regional bike trail and touring opportunities.</li> </ul>	JC/GC/CVB			✗		
<ul style="list-style-type: none"> <li>Prepare a regional video tour to generate greater interest and awareness of existing area attractions.</li> </ul>	ED/CC, M/FR/CVB			✗		
➤ Create youth sports complex to host regional youth sporting events	JC/GC, ED/CC/CVB			✗		
<b>Goal: Create a regional recreational destination and accommodations at Milford Lake.</b>						
➤ Increase the number of day-time and overnight visitors by maximizing historic and military attractions, enhancing downtown events and amenities and establishing new facilities at Milford Lake.	JC/GC, ED/CC/CVB	✓		✗		
<ul style="list-style-type: none"> <li>Review and begin to implement the <u>Kansas Water Reservoirs Development Potential Report</u> May 2006.</li> </ul>	JC/GC, ED/CC	✓	✗			
<ul style="list-style-type: none"> <li>Seek KEOIF funding from State of Kansas for new tourism establishments.</li> </ul>	JC/GC, ED/CC/CVB			✗		
<ul style="list-style-type: none"> <li>Seek Attraction Development Grant funding from State of Kansas.</li> </ul>	JC/GC, ED/CC/CVB		✗			
<ul style="list-style-type: none"> <li>Waive fees for permits for new private investment.</li> </ul>	JC/GC	✓		✗		

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
<ul style="list-style-type: none"> <li>Identify location for future 18 hole golf course adjacent to Milford Lake.</li> </ul>	JC/GC, ED/CC/CVB				<b>x</b>	
<b>PEOPLE:</b> Provide opportunities for individual improvement, career advancement, and a lifetime of fulfillment, recognizing that people are the community's most important asset.						
<b>Goal: Embrace the diversity of the community.</b>						
➤ Promote community diversity through community events and activities	JC/GC, C/N, ED/CC/CVB	✓	<b>x</b>			
➤ Encourage military personnel to live in and patronize housing and goods and services offered in Junction City/Geary County area	JC/GC, C/N, ED/CC, M/FR/CVB	✓	<b>x</b>			
<b>Goal: Recognize the people of Fort Riley as members of the Junction City/Geary County community.</b>						
➤ Encourage relocation of soldiers and family members to reside off-base within Junction City and Geary County	JC/GC, C/N, ED/CC, M/FR	✓	<b>x</b>			
<b>Goal: Prepare the youth of today to be the leaders of tomorrow.</b>						
➤ Invest in the education of the youth of Junction City and Geary County	JC/GC, C/N, ED/CC, EDU/CVB	✓	<b>x</b>			
➤ Create educational opportunities between USD 475 and the higher education institutions in the area including Cloud County Community Colleges and Kansas State University	JC/GC, ED/CC EDU	✓	<b>x</b>			
➤ Create educational opportunities between USD 475 and the military at Ft. Riley	JC/GC, ED/CC, EDU, M/FR	✓	<b>x</b>			
➤ Incorporate technology into all facets of the K-12 public education curriculum	JC/GC, ED/CC, EDU, M/FR	✓	<b>x</b>			
➤ Plan for and support growth in student enrollment – teachers, facilities, supplies, extra-curricular activities etc.	JC/GC, C/N, ED/CC, EDU	✓	<b>x</b>			
<ul style="list-style-type: none"> <li>Identify and secure funding for a growing school district</li> </ul>	JC/GC, EDU		<b>x</b>			
<b>Goal: Retain the youth of Junction City.</b>						
➤ Explore Community Youth Employment programs	JC/GC, C/N, ED/CC, M/FR		<b>x</b>			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
➤ Encourage downtown housing marketed towards first time renters and buyers	JC/GC, C/N, ED/CC,	✓		x		
<b>Goal: Expansion of post secondary education opportunities for citizens and military dependants.</b>						
➤ Promote community college endeavors and extension services through Kansas State University	JC/GC, ED/CC, EDU	✓	x			
➤ Encourage the development of an “educational campus” within Junction City to congregate college services provided by the community colleges and Kansas State University	JC/GC, C/N, D/LO, ED/CC, EDU, M/FR			x		
<b>Goal: Participation in and contribution by the citizens of Junction City and Geary County in the future of the community.</b>						
➤ Make City and County government activities transparent and encourage citizens participation when appropriate	JC/GC, E/AO	✓	x			
➤ Provide home ownership opportunities to encourage community involvement	JC/GC, C/N, D/LO, ED/CC	✓	x			
➤ Encourage the development of and participation in neighborhood associations	JC/GC, E/AO, C/N, ED/CC	✓	x			
➤ Encourage creation of neighborhood coalitions – grouping of neighborhood associations – for areas that need the greatest assistance	JC/GC, E/AO, C/N, ED/CC	✓	x			
<b>Goal: Encourage entrepreneurship and innovation in the people of Junction City/Geary County.</b>						
➤ Explore feasibility of a business incubator to foster entrepreneurship and business expansion	JC/GC, ED/CC, EDU		x			
➤ Create private/public partnerships with government and educational institutions to encourage business development and innovation	JC/GC, E/AO, ED/CC, EDU		x			
➤ Seek funding for entrepreneurship start-up grants – Federal, Public/Private, Kauffman Foundation etc.	JC/GC, ED/CC, EDU		x			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
➤ Use both entrepreneurship and innovation to address issues created by the Post growth, while at the same time creating economic opportunities	JC/GC, ED/CC, EDU, M/FR	✓	x			
<b>TRANSPORTATION AND ACCESSIBILITY:</b> Improve and enhance accessibility within the community and to neighboring population centers, incorporating various forms of transportation such as automobile, transit, bicycle, and pedestrian.						
<i><b>Goal: Provide a future street network that plans for future growth while maintaining the efficiency existing system.</b></i>						
➤ Provide a future street network that maintains the high roadway levels of service and accommodates growth of the community	JC/GC, D/LO	✓	x			
➤ Maintain the existing street system	JC/GC	✓	x			
➤ Provide operational improvements at critical intersections and links to	JC/GC, D/LO			x		
<i><b>Goal: Connect the community through alternative transportation modes; walking, bicycling, transit, etc.</b></i>						
➤ Identify locations of potential pedestrian trip activity and provide	JC/GC, C/N, D/LO	✓		x		
➤ Develop new streets as multimodal streets with sidewalks and bike lanes and retrofit existing streets with sidewalks and bike lanes as part of	JC/GC, D/LO	✓	x			
<i><b>Goal: Provide well defined connections between Fort Riley and key destinations within Junction City/Geary County.</b></i>						
➤ Encourage alternative modes of transportation between destinations <ul style="list-style-type: none"> <li>• Transit service</li> <li>• Bike lanes</li> <li>• A system of sidewalks along transit stops that would support transit usage</li> </ul>	JC/GC, C/N, D/LO	✓	x			
<i><b>Goal: Maintain the quality of the city's existing street system.</b></i>						
➤ Prepare comprehensive pavement management plan that is renewed on an annual basis and part of the Capital Improvements Plan	JC/GC	✓		x		
➤ Add bicycle lanes and sidewalks where possible as part any major new roadway reconstruction project	JC/GC, D/LO	✓	x			

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
<b>Goal: Provide connections and service between Junction City and regional destinations.</b>						
➤ Manhattan Regional Airport, Kansas State University, Fort Riley, and Interstate 70.	JC/GC, EDU, M/FR	✓	✗			
<b>Goal: Enhance and expand accessibility from Interstate I-70 to support growth and economic development in Junction City and Geary County.</b>						
➤ Preserve right-of-way at the intersection of Taylor Road and I-70 for a future interchange	JC/GC				✗	
➤ Preserve right-of-way for a frontage road along I-70 between Crider and Taylor and between Taylor and US 77 for future development potential and access	JC/GC				✗	
<b>FORT RILEY:</b> Embrace the army post and all of the assets and resources it brings to Junction City and Geary County. Promote cooperation between the army, city, and county to ensure smooth adaptation between potential future post size fluctuations.						
<b>Goal: Continued cooperation and communication between post, city, and county staff and officials to promote complementary goals.</b>						
➤ Conduct regular coordinating meetings between key post, city, and county representatives to discuss plan implementation future activities	JC/GC, EDU, M/FR	✓	✗			
<b>Goal: Provide opportunities for interaction and education of city/county and post populations.</b>						
➤ Encourage regular town hall meetings with city/county residents and post residents to foster interaction and understanding	JC/GC, E/AO, C/N, M/FR	✓	✗			
<b>Goal: Maintain the viability of Fort Riley as a military installation and training center.</b>						
➤ Encourage development/redevelopment of the post to accommodate growth and change as the military continues to evolve	JC/GC, M/FR	✓	✗			
➤ Continue to provide goods and services for military personnel and their dependants	JC/GC, ED/CC, M/FR	✓	✗			
<b>Goal: Continue to be a good neighbor through the mitigation of the operational impacts of Fort Riley on surrounding communities.</b>						

IMPLEMENTATION ACTION	RESPONSIBILITY	ON-GOING	SHORT TERM 0-2 YRS.	MEDIUM TERM 2-5 YRS.	LONG TERM 5+ YRS.	STATUS
➤ Implement the findings of the Joint Land Use Study (JLUS) to minimize conflict between fort operations and surrounding communities	JC/GC, M/FR	✓	x			
<b><i>Goal: Plan for continued growth and expansion in collaboration with the surrounding communities and the region.</i></b>						
➤ Implement the findings of the Joint Land Use Study (JLUS) to minimize conflict between fort operations and surrounding communities	JC/GC, M/FR	✓	x			
➤ Continue communications between post, city, and county officials to anticipate potential conflicts	JC/GC, E/AO, M/FR	✓	x			

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